DELOREAN WORLD

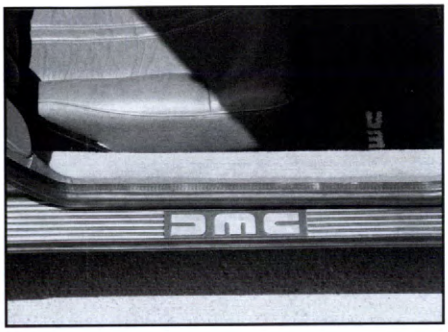
Published Quarterly by the DeLorean Owners Association

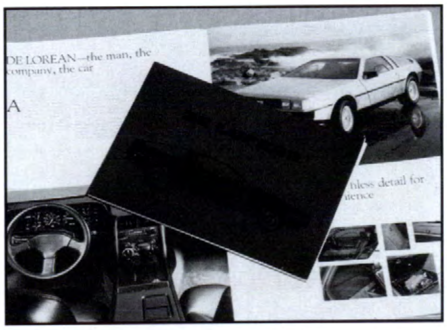
Space Age Technology The DeLorean

DeLorean Parts

TERI JENNINGS 1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

"NU DESIGN" BUMPER & DOOR SILL LETTERS – These letters are made of a vinyl material that look exactly like the stainless steel on your car. The letters are mylar covered so they never need polishing. They are guaranteed for 5 years. Bumper Letters $34.95, Door Sill Letters $29.95,
Both only $59.95.





ORIGINAL DELOREAN BROCHURE – Original full color brochure that came with the car. 16 pages with 2 large, fold-out color pictures of the car. $8.85 ea.

Send for a FREE catalog.

Add $4.00 (UPS) shipping and handling

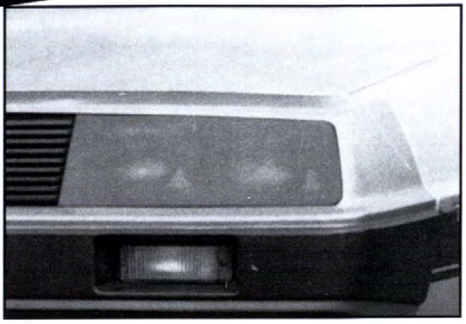
Send check, money order or for C.O.D. to:

TERI JENNINGS
1202 N. Dalton, Azusa, CA 91702,
(818) 334-5262

(CA residents add 6.5% sales tax)

REAR LOUVER BRACE – Attaches to underside of louver to prevent flexing or cracking. $44.95

BATTERY CUT OFF SWITCH – Disconnects the battery from the car while setting for long periods. $44.95



TINTED HEADLIGHT COVERS – Smoke colored – will fit flush – no drilling required. $75.00 set

1. **HANDS OFF SIGN** – Keeps people from touching your car (two sided in plastic) $1.00 each
2. **CERAMIC HEAT SHIELD** – Attaches to cross over pipe to reduce heat 25/30° on automatic transmission or clutch slave cylinder easy installation. $19.00
3. **KEY CHAIN** – Handcrafted pewter with raised DMC letters on black porcelain background. $6.95
4. **CABLE RELEASE** – Will open hood or deck lid if stock factory cable breaks. $8.00 set
5. **ALUMINUM DOOR HANDLES** – These are exact copies of the plastic door handles, but made of die cast aluminum anodized black with all instructions for easy installation. They won't break. $49.95 each
6. **ENGINE OIL COOLER** – Cuts engine oil temperature and allows use of standard American oil filters. Complete, bolts on in less than 1 hour. A must for Turbo cars. $89.95
7. **SHOCK LOCKS** – (hood or deck) Holds hood or rear louver from accidentally closing. Front $7.95 Rear $15.95
8. **OIL FILTER ADAPTER KIT** – Use this kit and you can use standard U.S. filters instead of expensive European ones. Installs in minutes and pays for itself too. $11.95
9. **AUTOMATIC TRANSMISSION OIL COOLER** – Cuts transmission temperature 25°. Easy to install. $69.95
10. **WHALE TAIL** – Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary) Call for more information
11. **PEWTER 1/43 SCALE DELOREAN MODEL** – (stainless finish) these miniatures measure 4½ inches long. Each is finely detailed and handcrafted in the U.S.A. $59.95. **PEN SET** – with pewter DeLorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95
12. **TIE TAC** – Black with raised DMC logo. $6.95. **BELT BUCKLE** – Pewter with 2″ x 3½″ black porcelain inlay. $15.95
13. **LICENSE PLATE CLOCK** – Brushed aluminum with raised DMC logo and frame. $23.95. Plate also available without clock. $7.95
14. **SHIFTER BOOT** – Exact replacement that WON'T SLIDE AROUND! Steel base and Cabrette Leather. Black or Gray (Easy installation). $79.95
15. **INTERIOR PROTECTOR** – Keeps sunlight out of the car completely. Fits on the outside of the windshield and locks thru the doors thus eliminating heat as well as damaging ultra violet rays from entering your car. Cotton back so it won't scratch! Rolls or folds up for easy storage. $39.95
16. **MUFFLER BRACKET** – Replacement Muffler Brackets fix that weak link that holds that muffler up. Cut from ⅛ inch steel plate, ready for easy installation. $29.95 each
17. **STEERING WHEEL COVER** – Keeps the sun's heat and damaging ultraviolet light off that expensive leather wrapped steering wheel. Slips over the steering wheel so it's easy to take on & off. Can also be used on other cars. $10 each
18. **ALTERNATOR CONVERSION KIT** – Everything needed to convert stock to a Delco alternator (alternator not included). $49.95

YOUR DELOREAN IS BETTER SERVICED AT:

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DeLorean
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Performance by California's Best:

TAKE THE GUESSWORK OUT OF REPAIRS – OUR 24 COMBINED YEARS OF DELOREAN FACTORY EXPERIENCE SAVES YOU MONEY!

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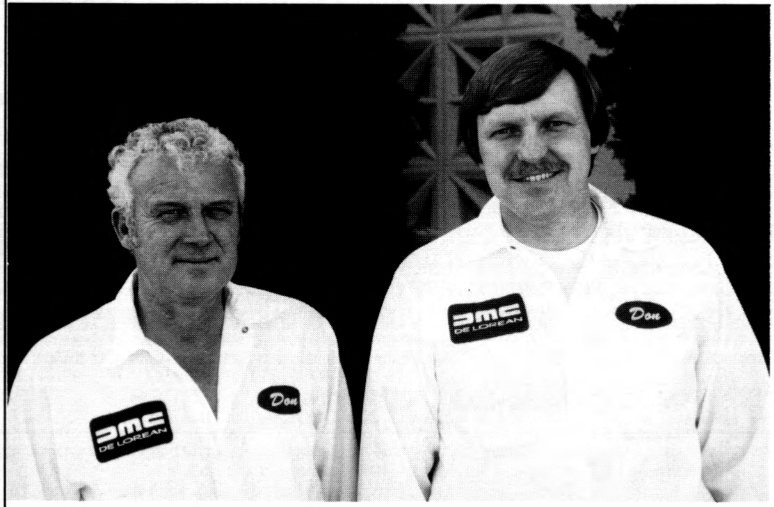
Both Factory trained



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- Complete rebuilding & repair of engines
- DeLorean Collision Specialists
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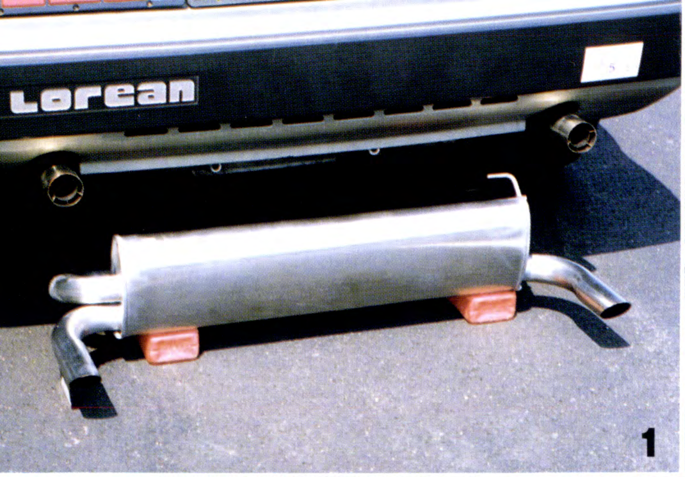

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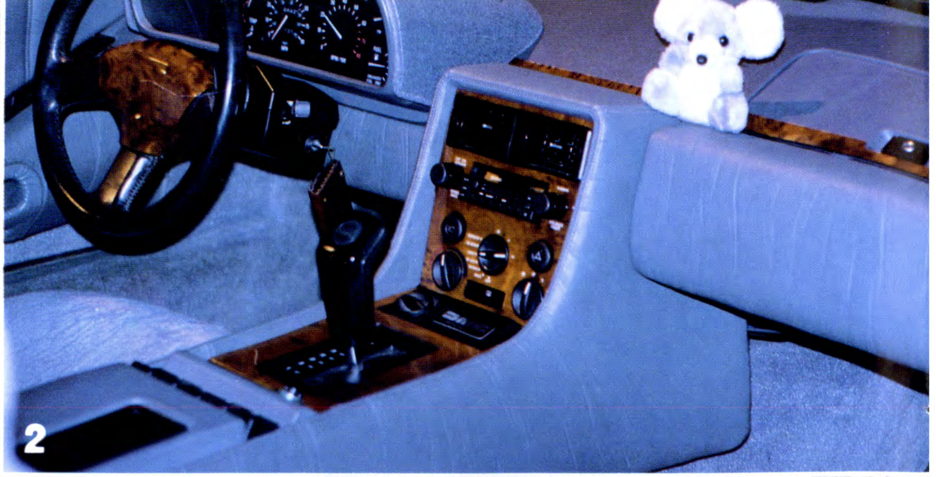

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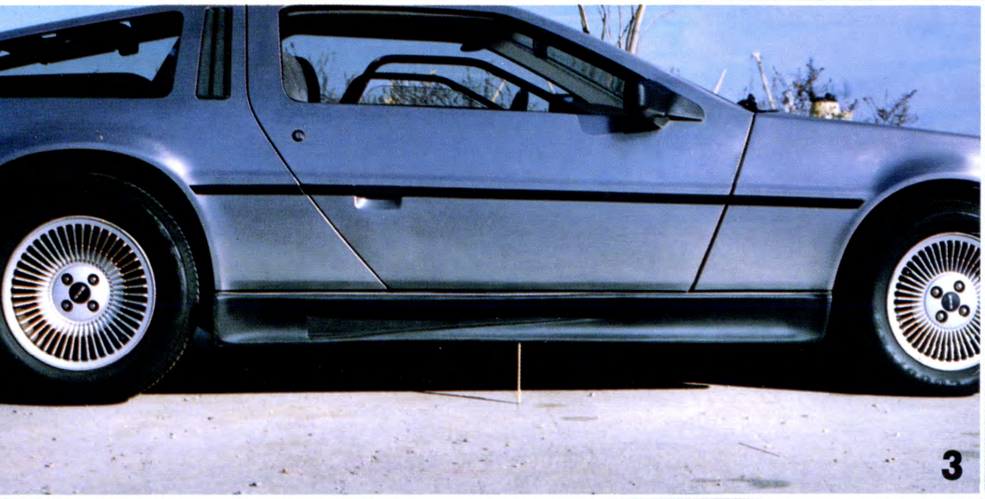

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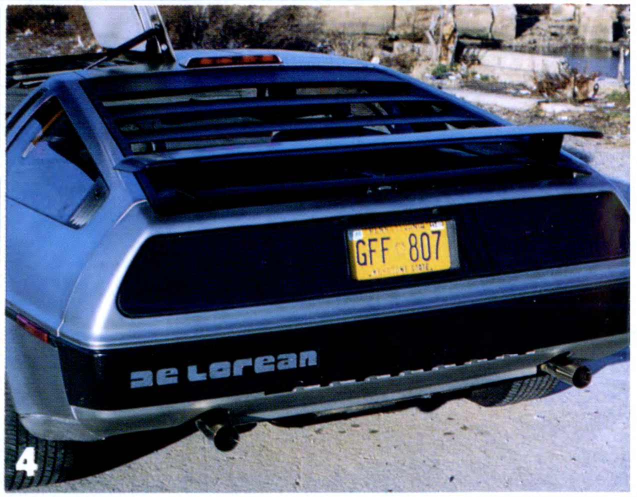

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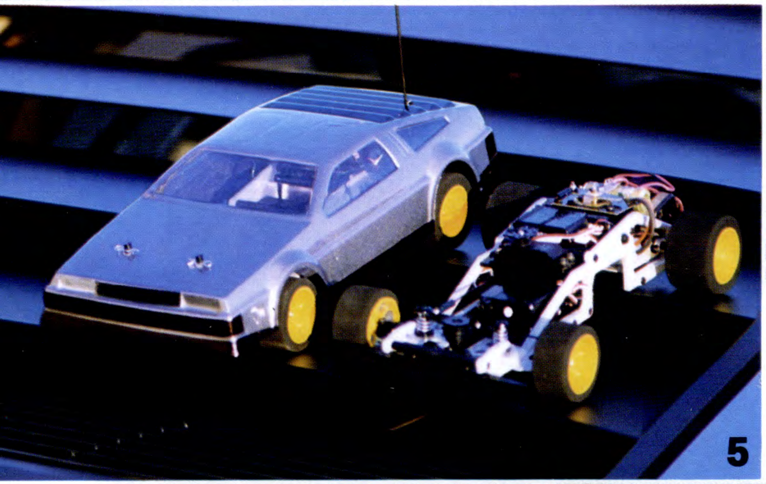

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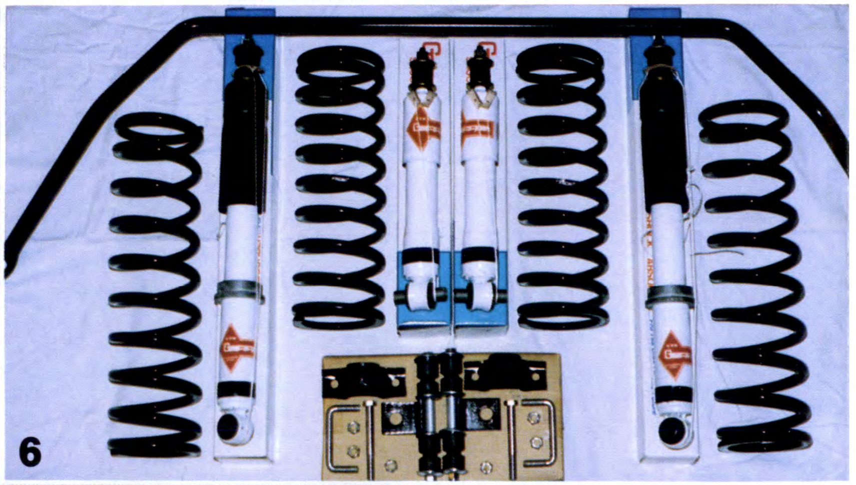

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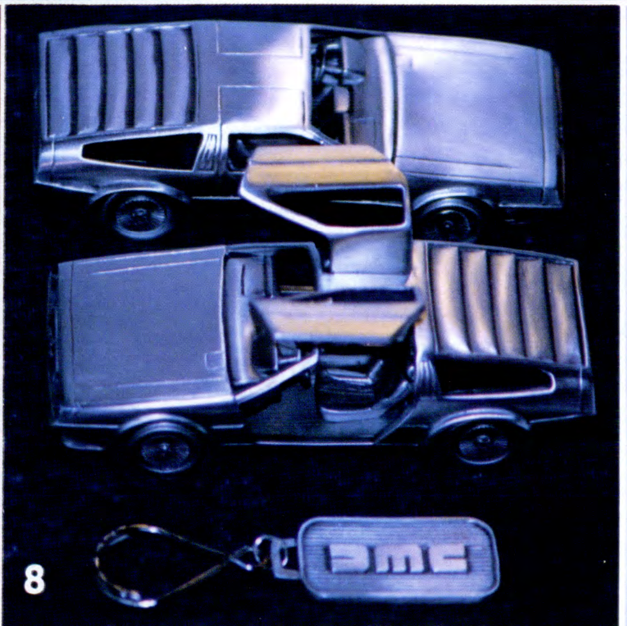

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DELOREAN SPECIALTIES, INC. 220 Locust Street, Suite 12-F Philadelphia, PA 19106

#1. STAINLESS FREE-FLOW MUFFLER

Sound & Horsepower!

A claimed 15% increase in power and torque. That's 18-20 horsepower at the rear wheels. Very noticeable! Faster acceleration! Has 2¼" exhaust pipes - looks great!

This muffler sounds deeper and a little louder. Manufactured from grade 304 stainless steel, it won't rust. A high-quality item. Bolts on!

Catalytic Converter Bypass, Stainless
Converter Bypass Resonator, SS

#2. CARPATHIAN BURLWOOD TRIM SET

Here's the Wood!

Treat yourself and your car to traditional British luxury. Add the warmth and beauty of our Carpathian Elm Burlwood interior trim set!

Set includes dash top strips, upper and lower console covers including AC vent surround and radio face. Easy to install and remove - won't damage stock parts. Protects them! (Fits 5-speed cars & Black interiors, too!)

Horn Pad Cover w/DMC Logo
Glove Box Lock
Instrument Pad Cloth Cover

#3. AERO-SIDESKIRTS WITH AIR SCOOPS

$525.00 *Lotus Designed!*

Lotus developed these ducted skirts after extensive wind tunnel testing to achieve maximum cooling airflow. The design suits the DeLorean well! Includes 2 flexible air tubes.

Good ground clearance. The ruler in Photo #3 shows 6½" of clearance under the skirt. (And this car has been lowered with our Euro springs.)

Quarter-panel Extensions

#4. AERODYNAMIC REAR WING

$245.50 *A Tail for Your Gull!*

Finally, a rear wing that doesn't block your view out the back! We've designed the wing stanchions to put the thin wing exactly in line with one of the slats on the rear louver.

Light weight, quality aluminum and fiberglass construction. Painted. Size - 1" x 6" x 52"; 7 lbs.

Tail light blackout Panel
Eye-level brake light
Stainless DeLorean letters
Stainless "DMC" for door sills

#5. RADIO CONTROLLED MODEL

Asphalt Racer!

A great idea for DOA club outings. Eight cars can be raced at a time.

The 1/12th scale car is over 14" long. Easy to assemble kit includes a twin-stick radio, detailed clear DMC body and motorized chassis.

Body, Motor and Chassis
Clear Lexan DeLorean Body

#6a. EURO-SPEC SPRINGS

Two-Year Guarantee!

We imported a set of Euro-Spec. springs from England and had them reproduced here in the USA using computer controlled machinery, the best PVC-coated rust protection and tough American spring steel. Satisfaction guaranteed!

Gain all these benefits: a lower nose, improved handling, easier steering and a smoother ride. More supple riding.
(Lowered car in Photo #3.)

#6b. REAR ANTI-ROLL BAR

Makes a Difference!

The DeLorean didn't come with a rear bar. Automotive magazine test drivers criticized it for front end plowing on turns, sluggish turn-in response, and rear-end body roll. We fixed it!

The manufacturer of our anti-sway bar handling kit happens to own a DeLorean. Can't do better than that. This handling kit works! Improves both stock or lowered suspensions.

#6c. KYB GAS-AJUST SHOCK ABSORBERS

Lifetime Warranty!

Stock Girling shocks are no longer in production. So we asked KYB to dissect the stockers and make new high-performance gas shocks to fit.

They give better shock control over large bumps and less harshness on small bumps - due to better valving and their famous automatic Gas-Ajust-ability.

After 7 years, your shocks may have deteriorated or lost gas pressure - even just from sitting.

#7. DELOREAN PILOTS SATIN JACKET

$69.00 *Show Your Colors!*

Lined jacket with embroidered DMC and DeLorean logos. Limited supply!

#8. PEWTER CAR WITH THE DOORS UP

A Collector's Item!

Doors are open, and full interior! Companion to the doors-down model.

Car Mounted w/pen set
Doors Down Pewter Car
Bookends (both cars)
Pewter Key Chain "DMC"

#9 HISTORIC MARQUE TECHNICAL POSTER

A True Frame Up!

Three color photos, color cut-away illustration & technical data panel. 19" x 25".

FOUR LOWER SPRINGS (Not Shown)

Don't Torch Them!

Thinking about swapping your front springs and torch-cut rear springs to lower your DMC? First, consider our custom wound, new coil springs.

Stock front and rear specifications are used - only shorter. Lowers the front approximately 2" and rear 1". Now PVC-coated.

LOWER FRONT SPRINGS (Not Shown)

Make It Look Right!

Exact reproduction stock DMC front springs - except they are shorter. Lowers front approximately 1½". For better visibility out front and easier steering - you'll be amazed!

Things For People Who Dream DeLorean!

DeLorean Specialties, Inc.

Order Line, Toll Free call: (800) ASAP-DSI or (800) 272-7374
To "Talk Tech" call: (215) 625-4932 Evenings & Weekends only

DELOREAN SPECIALTIES ORDER FORM

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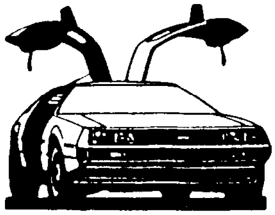

"Things For People Who Dream DeLorean"

QTY	EXCITING DMC PARTS AND ACCESSORIES!	PRICE	
	LOWER FRONT SPRINGS (1½" lower)	$175.00	
	FOUR LOWER SPRINGS - stock ride	350.00	
	FRONT AIR DAM WITH DRIVING LAMPS	$375.00	
	FRONT AIR DAM WITH AIR SCOOPS	275.00	
	TURNSIGNAL LIGHT BLACKOUTS (front)	29.50	NEW
	HEADLIGHT BLACKOUT COVERS	75.50	
	TAIL LIGHT & LICENSE PLATE BLACKOUTS	145.00	
	STAINLESS LETTERS - DeLorean Grill Badge	50.00	NEW
	FLOOR MATS "DMC" (Gray or Black)	$125.00	
	DASH COVER (Gray or Black)	39.50	
	WINDSHIELD SUNSCREEN with storage bag	51.50	
	STAINLESS BUMPER & SILL LETTERS	$95.00	
	PEWTER "DMC" KEY CHAIN	10.00	
	PEWTER "DMC" TIE TAC	7.00	
	GULL-WING WATCH	59.95	
	DUAL EXHAUST HEADERS	$400.00	
	HEADERS WITH 2 TURBO MUFFLERS	$600.00	
	EYE LEVEL BRAKE LIGHT (top louver)	$76.50	
	EYE LEVEL BRAKE LIGHT (T top)	97.00	
	HALON FIRE EXTINGUISHER (in console tray)	19.95	
	GEAR SHIFT BOOT	75.00	
	CAR COVER (Technalon III)	199.00	NEW
	NOSE BRA w/DMC logo - Custom fit	150.00	
	SHEEP SKIN SEAT COVERS - Custom fit	399.00	
	STERLING SILVER DMC-LOGO NECKLACE	$50.00	NEW

#	QTY	PHOTO-FEATURE ACCESSORIES!	PRICE
#1.		STAINLESS FREE-FLOW MUFFLER	$399.00
		CAT BYPASS "Test Pipe" Stainless Steel	95.95
		CATALYST REPLACEMENT RESONATOR	145.50
#2.		CARPATHIAN BURLWOOD TRIM SET	$400.00
		BURL HORN PAD COVER with DMC logo	135.00
		INSTRUMENT POD CLOTH COVER	30.00
		GLOVE BOX LOCK	35.00
#3.		AERO-SIDESKIRTS WITH AIR SCOOPS	$499.50
		QUARTER-PANEL EXTENSIONS	125.00
#4.		REAR AERO-WING	$255.90
		HIGH POWER LOUVER AIR STRUTS	95.00
#5.		RADIO CONTROLLED CAR, MOTOR & RADIO	$165.00
		SPARE R/C LEXAN BODY	25.00
#6a.		EURO-SPEC. SPRINGS (softer & Lower)	$350.00
#6b.		REAR ANTI-ROLL BAR (improved handling)	145.95
#6c.		KYB GAS-ADJUST SHOCK ABSORBERS (improved ride)	235.25
#7.		DELOREAN PILOTS SILVER SATIN JACKET	$69.00
#8.		PEWTER DMC CAR WITH DOORS UP!	$ 65.00
		MOUNTED (Doors-up w/pewter plaque)	94.95
		PEWTER DMC CAR WITH DOORS DOWN	59.95
		BOOKENDS (doors-up & Doors-down)	144.95
#9.		HISTORIC MARQUE COLOR POSTER	$ 20.00

★ WE'RE A SUPPLIER OF ALL ORIGINAL EQUIPMENT DELOREAN PARTS! CALL WITH YOUR NEEDS. ★

— SPECIALS —

QTY	ITEM	PRICE	
	REBUILT STEERING RACKS (core exchange)	$ 295.00	
	STEERING U-JOINTS (each) Lower	100.00	
	CLUTCH ASSEMBLY (complete)	325.00	
	ELEC. PRE-START OIL PUMP (prevents dry start-ups)	300.00	NEW
	HANDBRAKE BOOT (Leather)	75.00	
	STEERING U-JOINTS (each) UPPER	175.00	NEW
	HIGHER LIFT CAM SHAFTS (+20 HP)	350.00	
	FORGED PISTONS - Turbo or Hi Compression	800.00	
	DIGITAL - ELECTRONIC DASH	CALL	
	NITROUS OXIDE INJECTION (+60 Horsepower)	650.00	
	TURBO MANIFOLD CO. TWIN IHI TURBO (+100 HP)	3,000.00	
	BAE SINGLE RAJAY TURBO (+70 HP)	1,750.00	
	TRIPLE-THROAT DOWN DRAFT WEBERS	CALL	
	STAINLESS STEEL LABEL SET	150.00	
	LEATHER SEAT UPHOLSTERY (Gray or Black)	725.00	NEW
	LOWER CONTROL ARM	CALL	
	FRONT FENDERS	CALL	
	MAGNETIC OIL PAN DRAIN PLUG	10.00	NEW

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TOTAL ENCLOSED: $ ____________ ☐ ☐

name

street

city state zip

( ) ____________ ☐
evening phone number (important!)

credit card number, VISA or MASTERCARD expiration

signature (required on all credit card orders)

Allow 4 weeks for delivery
(PA residents, add 6% sales tax.)
*Shipping & Insurance billed UPS-COD.

ASK FOR FRED LOCKETT - *The DeLorean Pilot*

DELOREAN WORLD

Volume 7, Number 2

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CALENDAR

DeLorean Expo '91
September 26-29, 1991
Las Vegas, Nevada

On the Cover:

(See page 18)
Lane and Darlene's customized DeLorean and trailer at the Columbia Winery, Woodinville, Washington. Photograph by Paula Robbeloth

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EDITOR'S NOTE

BY KAY MYHRE

What you have been reading in DeLorean World over the years represents a collection of efforts by outstanding individuals who have taken the time to organize and document their knowledge and experience to educate and inform fellow DeLorean enthusiasts.

You should seriously consider becoming one of these individuals, if you are not already, and you will be rewarded in your efforts. Perhaps you will inspire others to contribute their technical knowledge and memorable experiences.

Your written and photographic documentation is significantly enhancing the dimension and development of a valuable historic record of the classic DeLorean automobile.

Twenty years from now, someone will read your article. That someone may be lucky enough to have a limited edition exotic automobile, perhaps including a library of original DeLorean World issues, also of limited printing.

Such a collection will represent a legacy that you surely will profit from, not only materially, but perhaps as an inheritance to someone who is special to you.

DeLorean World is the publication of an Association of classic automobile owners who have distinguished themselves by an exceptional investment. Bruce Benson, in "How High Will It Go?", shares with us his expertise in the automotive industry.

From the Pacific Northwest, Lane and Darlene Hoggson surprise all with their most unusual creation, "One and a half DeLoreans."

Dr. Alden Sager was only a couple days away from a week of adventurous diving in the glistening waters of scenic Aruba when I discovered he is a technical writer. I called. DeLorean World readers are the benefactors of his "Space Age Technology – The DeLorean," an engaging voyage to perhaps "one of the Thirteen Engineering Wonders of our modern technological world."

Kay Myhre

Editor

Letters to the Editor

Thanks for the great magazine!

Brian Graifman, NY

I've enclosed an article concerning the future value of the DeLorean for a future issue of DeLorean World. I enjoy putting things like this together. Keep up the excellent job you're doing on our magazine. It's really appreciated by all of us.

I took your suggestions to heart and sent off a letter expressing my thoughts on future conventions to David Knudson and the Communications Committee. I also appreciate your professional approach to editing our magazine and am looking forward to its continued growth as the premiere club publication.

Bruce Benson, MN

Here are the latest newsletters from Chapter 2. Keep up the great job you're doing with DeLorean World.

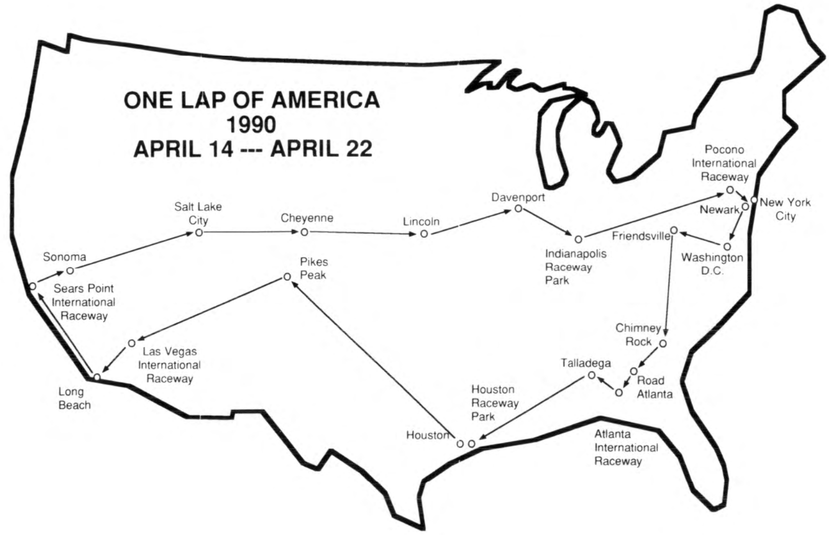
Aldo Buono, PA

Pursuant to your request, I have included photos of my '81 DeLorean with its personalized plate "88 2 FUTR." You are doing a fantastic job in producing a "Quality Magazine." We eagerly look forward to each and every issue.

Ray Haug, CA

Your letters to the Editor are very much appreciated. The response has been overwhelmingly positive, a generous compensation for our efforts. In return, we hope to continue to provide the kind of service to merit your support in continued membership and participation.

–Editor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1990
APRIL 14 --- APRIL 22
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Newark
New York City
Washington D.C.
Chimney Rock
Talladega
Road Atlanta
Atlanta International Raceway

Next Issue:

ONE LAP OF AMERICA

DeLorean One completes the CANNONBALL ONE LAP OF AMERICA Auto Race, 8,000 miles in 8 days non-stop.

Association Products

#002	Baseball cap w/mesh back & Logo; silver gray, red, blue	$6.00
#003	Gatsby hat w/Logo embroidered or printed black, white	8.00
#004	Official club silver satin jacket (unisex); zip front w/Logo embroidered (dry clean only); M & XL	72.00
#006	Tee shirt w/Logo printed; available black, gray; Sm to XL; washable	9.00
#006SP	Gray tee shirt with Logo & Washington D.C. event design. Collector's Item. Sm only	4.00
#007	Nylon matching running shorts; size Sm to L; black, gray; washable	9.00
#012	Our best golf shirt (no pocket) w/Logo embroidered; white; M to XL	20.00
#012P	Our best golf shirt (with pocket); Logo embroidered; blue or red; M to Xl	21.00
#014	Black knit zippered vest w/Logo printed (matches #007); Sm & M	12.00
#016	Black long sleeved sweatshirt; washable w/Logo; Sm to XL	20.00
#016SP	Black long sleeved sweatshirt with Logo and Washington D.C. event design; collector's item; M only	16.00
#016W	White long sleeved sweatshirt w/large Logo; Sm to XL	20.00
#017	Ladies' scoop neck tee shirt w/Logo (washable); gray only, S & L only	10.00
#018X	3 inch iron-on, embroidered patch (black, gray and red border)	3.75
#018	3 inch sew-on embroidered patch	3.00
#019	Snap front, black satin, flannel-lined coaches' jacket w/trademark; M to XL	38.00
#016CC	Red long sleeved sweatshirt w/silver DeLorean; Sm to Xl	22.50
	washable; collector's item; (Cape Cod) Long & XXL	24.50
#019W	Match to #019 in white, white cuffs & collar; available M to XL	$38.00
#023	Official DeLorean Owners Association tie tac	4.00
#024	Official DeLorean Owners Association club pin	2.50
#026	Brushed silver photo album, 7″ x 8″, cloth lining, gift box	35.00
#027	Set of 15 notecards linenweave gray with Logo and envelopes	5.75
#029	Club Logo siltone money clip	5.00
#031	Round Logo chrome member badge for car	10.00
#032	Logo business card case; silver plate	24.75
#033	Leather key holder	4.00
#034	Full set of prototype photos (240	20.00
	Half set (12)	12.00
#042	Short sleeved, crinkle cotton top; w/Logo embroidered; aqua, yellow, one size fits all	22.00
#043	100% cotton, oversized tanktop; w/Logo printed; one size fits all; aqua & silver	13.00
#045	Squeeze style siltone keying; w/Logo	5.00
#046	Child's gray teeshirt w/Logo	6.00
#047	Wall clock w/Logo	29.50
#048	Money clip w/knife and file	.6.50
#049	Magazine binder w/Logo, holds 12 magazines	14.95

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DeLorean Owners Association Products,
8900 Oak Park Avenue, Northridge, CA 91325
Phone (818) 993-1433

Technical Correspondence may be directed to

Jon Spurlin
Technical Director
(818) 993-1433
8900 Oak Park Ave.
Northridge, CA 91325

Membership Communication may be directed to

David Knudson
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Communication Director
1149 Arcadia Avenue #3
Arcadia, CA 91007

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(Transparencies, standard color or black and white for the interior)
Send to:
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Kay Myhre
P.O. Box 1116
Sun Valley, CA 91353-1116

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Change of Address: Eight weeks' notice is required for change of address. Please send new address and old address with imprint from recent issue to: DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296.

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PRESIDENT'S MESSAGE

BY KJELL MYHRE

Indications are that there will continue to be life after BTTF I, II, and III. As in the Sunday Life Newspaper, published in Ulster on the last weekend in May, most of the front page and the centerfold continue this "amazing" story. The story to unfold is the "aftermath of the dream" from "the man who dreamed of building cars..."

According to this exclusive series of articles by Ray O'Hanlon, the man who built "your dream car" has "broken his long silence" and expectations of additional chapters in "The DeLorean Saga" will continue to unfold in the media and movies.

We in the Association who have the pleasure of driving the dream car, having purchased it for pleasure or business, or both, also have acquired an investment in a limited quantity commodity. Aside from receiving a practical information resource, DeLorean World, membership in the DeLorean Owners Association has become invaluable for the serious investor in one of the ten most collectible automobiles today. It is surprising that after nearly a decade of service to the owners of the DeLorean automobile, there are still owners who "discover" the Association in Hemmings Motor News or happen to "find" a copy of DeLorean World.

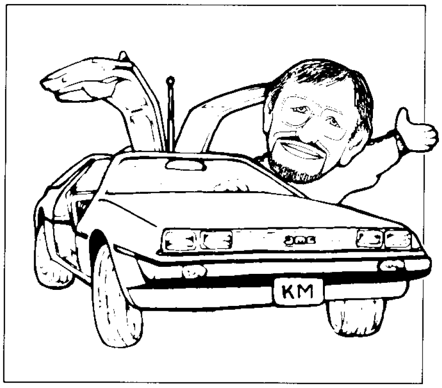
Because it is very important to all of us, may I direct your attention to the challenge outlined in this issue. David Knudson has been as serious about his membership in the Association as I know him to be in his business practice and his personal relationships.

He has performed and delivered, when called upon and of his own initiative, numerous functions on the Board as well as in activities which have been planned and executed nationwide.

As Communication Director, he is pointing out something that is relatively elementary, but also very important to the collective interest of the membership.

The point of interest is, should we increase our membership 25-50%, it would enable the Association to expand upon the technical services and social amenities at very little additional cost distributed over a greater number of members.

The DeLorean is in the process of becoming a most desirable collectible automobile, and the excitement of ownership will continue far beyond the life span of ordinary cars.



In the following issue of DeLorean World, you'll have the good fortune to read about a cross country competition race taxing the best efforts of professional driving and the integrity of the machine.

It was a first event including a DeLorean which validated the confidence of the individuals who planned and executed this special event, not only for the sake of finishing the race which was accomplished, but even more because of the benefit to children stricken by debilitating or terminal diseases.

In the spirit in which it was intended, it reflects upon the quality of the Association and its members. I am expecting the detailed story about this event is one of the many things you will want to look forward to reading in a future issue.

You may know of special events in your community that may not exactly be like this particular one, but it is indeed an exciting one that you and your friends can plan on, execute, and let the rest of us know what fun and excitement you experience as you stepped out and did something extraordinary. The best time for whatever you may want to plan, is your first opportunity to do something that is exciting on a scale which fits within your circumstances, and...the opportunity at hand.

Of course, it is exciting to participate in the gathering of a hundred DeLoreans or whatever the number might be, but don't overlook what you may do singularly, or as a small group, to create an attraction or possibly inject some excitement into your everyday routine.

This year, the first annual Eastern Regional Run was planned for May. Should you find yourself east of the Mississippi, don't overlook the possibility of joining a unique East Coast experience of a multichapter event.

The second annual High Sierra Getaway at Lake Tahoe featured life on the Ponderosa Ranch and High Sierra mountain air on the scenic tour near the lake.

Thereafter, you will have a few months to recuperate before attending the very elegant Southern Jubilee. The Southern Jubilee will take place in Houston, Texas, and from what I hear about how they do things in Texas, this is something the surrounding states may want to participate in. I understand it will be done in a traditional grand style of the region with formalities that are uniquely Southern – right in the "Heart of Texas."

If you have ever identified with Rhett Butler and Scarlet O'Hara, and this is not meant in the negative sense, frankly ...do give a damn, and show up for fun. If any of you know Harold McElraft and Mary Ruth and Joe White, you know this is going to approximate something in the realm of spectacular!

We in California, of course, are not going to let you in the East, South, and the rest of the country, have all the fun. We went to Solvang one time and the experience was such that the overwhelming response to what we might want to do, is to do it again. The first time was for practice, so this time we're going to make it twice as good, eppleskiver or no eppleskiver.

I am already suspecting who the instigators are for this upcoming event, and on the basis of that alone, I know you're in for a good time. So all of you who live even as far as San Diego, and you have already attended the weekend in Northern California, you will not hold it against yourself if you take in this one too.

And if you're traveling around the country, perhaps you'll get to attend them all, as a couple of our retired members may plan to do.

All of this activity is done for two purposes. One is to have some recreational enjoyment. But the recreational enjoyment this year is only a practice run for the spectacular DELOREAN EXPO '91 national convention planned for 1991 in Las Vegas. Now, I know there are some of you out there who go to Vegas, whether the DeLorean Owners Association convenes there or not.

I have left out the details so that you may look for them in this and upcoming issues of DeLorean World. Expecting to see many familiar faces in 1991 in Las Vegas, may I suggest you make your name familiar by publishing in DeLorean World about the excitement and all the technical information you have come upon in your travels, driving your DeLorean.

Area Regional Chapter Calendar of Events for 1990

Past – Present – Future

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Lloyd Teran, Coordinator (617) 653-1720

May 5-6	DeLorean Car Care Clinic by Rob Grady – Northboro, MA
May 18-20	Eastern Regional Run One – Fernwood Resort, Bushkill, PA
June 17	Car Festival in Portsmouth, RI

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers ,Coordinator (516) 491-1248

Apr. 27-29	Weekend -Griartuck Inn, Catskill, N.Y.
May 20	The Sport Car Club of America - Planting Fields Arboretum in Oyster Bay.

AREA REGIONAL CHAPTER 17

Central California
Dean Kimball, Coordinator (415) 944-4982

March	St. Patrick's Day Parade and Lunch, Dublin, CA.
June 8-10–	Hyatt Lake Tahoe Event, Incline Village, NV.
July –	Concours d'Elegance, Lafayette, CA.

AREA REGIONAL CHAPTER 9

Southeast Texas
Harold McElraft, Coordinator (714) 993-4260

Mar. 3	Parade Prep. - Dean's Residence
Mar. 17	St. Patrick's Day Parade Downtown
Apr. 14	Galveston Easter Parade
May 1	Regular Meeting, DeLorean One
May 20	Picnic, Brazos Bend State Park
June	Back To The Future III
July 10	Regular Meeting, DeLorean One
Oct. 12-14	The Main Event – Southern Jubilee (see ad, pg. 25)

AREA REGIONAL CHAPTER 7

Northern Illinois & Southern Wisconsin
Don Gowler, Coordinator (312) 397-0322

Apr. 22	Sunday Brunch, Libertyville
May 19	Tech Seminar, Union Grove High School
June 23-24	Weekend car convoy to Galena
July 21	Tech Seminar, Union Grove High School
Sept. 15	Tech Seminar, Union Grove High School
Oct.21	Brunch and Photo Session

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator (612) 429-6912

May 28	Memorial Day Gathering
Early Summer	Tech Session, (Call for date)
Mid Summer	Duluth, North Shore Minnesota Weekend Tour

AREA REGIONAL CHAPTER 5

Georgia
Thomas Long, Coordinator (404) 449-1968

March 3	Redstone Arsenal and the Space Museum, Huntsville, AL
April 7	Azalea Tour Buckhead Region of Atlanta; Dinner, Buckhead Restaurant
May 12	Picnic, Heninger's Home, Gainesville, GA
June 16-17	Overnight Trip Through the North Carolina Mountains & Villages
July 28	Scenic Trip on The New Georgia Railroad, Stone Mountain Dinner Train
Aug. 18	Tech Session - Joe LoRé
Sept. 15	Callaway Gardens - Pine Mountain, GA
Oct. 19-21	Myrtle Beach - Brookwood Garden of Sculptures, SC
Nov. 17	Surprise Package
Dec. 14	Dinner Dance & Christmas Party at the Atlanta Athletic Club

AREA REGIONAL CHAPTER 35

Stoney Point, New York (914) 928-2321 Ext. 239
Gail Geraldi, Coordinator or (914) 429-0121

Spring, 1990	Tech Seminar (dates to be announced)
	Road Rallye
	Polo Match
May 18-20	Eastern Regional Run One, Fernwood Resort, Bushkill, PA
	Picnic
Labor Day	Lime Rock Fall Festival

AREA REGIONAL CHAPTER 12

Southern California
Dev Michael, Coordinator (805) 529-0953

Nov. 30- *Dec. 2*	Scandinavian Holiday, Holiday Inn Resort and Conference Center, Solvang/Buellton, CA Sponsored by Southwest Region (See ad page 16)

AREA REGIONAL CHAPTER 23

Ohio
Guy Avellon, Coordinator (216) 734-6664

June 22-24	Vintage Sports Car Race at Mid-Ohio. Great time to see Cobras, McClarens, Shadows, etc.

AREA REGIONAL CHAPTER 2

Pennsylvania
Ronald Finelli, Coordinator (215) 789-4326

May 18-20	First Annual Eastern Regional Run, Fernwood Resort and Country Club
June 10	Third Annual DeLorean Owners Association Crab Feast with Chapter 10 in McLean, VA
July	Tech/Social, Klimes' cottage with lunch at Shaeffer's Canal House, Chesapeake City, MD
August	New Hope Auto Show
September	Duryea Days Classic Car Show & Flea Market, Boyertown, PA. Exhibit your DeLorean
October	Fall Safety Check at Vetter's home in Dover, DE. Tour of Dover Air Force Base with the General.
December	Tour the historical mansions of Fairmount Park, Philadelphia; Brunch-Horticultural Center.

You may or may not recall, if you got past the Sports Section of *USA TODAY* (February 28, 1990 in the Money section), you would have found a half page on "Collectible Cars You Can Afford." Author James R. Healey refers to the February, 1990 issue of the *Automotive Investor* newsletter which "challenged five experts to pick cars that will jump in value in just one year." In the "Fast cars" section, you may have noticed the value of your DeLorean is predicted to increase 44%-55% in the upcoming year.

With the exception of the 16 cars listed among the "Fast cars," any other car you might be driving probably would have depreciated instead of appreciated. Among the other hot picks are the Jensen Interceptor coupe and the Lincoln Continental convertible. Our DeLoreans will not take as long to appreciate as some of the other cars mentioned in the article because of our unique design and notoriety.

–Editor

HOW HIGH WILL IT GO?

BY BRUCE BENSON

Whenever conversation turns to the subject of the DeLorean, the question of its future value pops up. I've always told people I didn't buy it as an investment, but actually it's hard to ignore that question. What will the DeLorean be worth in the next 5 to 6 years?

Comparing the DeLorean with some of the exotic cars that are currently skyrocketing in value requires taking a humble approach. The car doesn't share the strong heritage that the Italian, English, and German cars do. It has no racing background as a building block for its pedigree nor does it conjure up images of European craftsmen painstakingly building a work of art in some picturesque shop. I know today's Ferraris and Jaguars are assembled on modern assembly lines that employ robotics, but all of their long history has given them a lasting mystique. The DeLorean, however has one common bond with these cars in it's styling and it's stylist. Giugiaro's mark is found on many of the modern day automotive masterpieces.

One car that has a history very similar to the DeLorean's and would, in my opinion, give a reasonable 'guesstimate' of its future value is the De Tomaso Pantera. The Pantera was styled in Italy and refined for the American market. Its introduction was the idea of an American auto manufacturer as an upscale sports car that could be sold and serviced by an American car dealer. The Italian builder's manufacturing standards turned out to be less than Ford expected and the first few hundred cars imported went through hastily assembled quality assurance centers. There they were disassembled and reassembled to correct poor workmanship and early design flaws. There was even a program for making these corrections in the driveways of the first dozen or so buyers. Does any of this sound familiar so far? These problems were eventually corrected but the car never sold in numbers needed to make its importation profitable. They never really established a successful racing program with the Pantera, and Ford finally abandoned the car. Ford sold the rights back to De Tomaso who still builds about one car a week using Australian Ford V-8's. The last Panteras marketed by Ford were sold 5 to 6 years prior to the demise of the DeLorean venture and today command prices in the $30,000 to $40,000 range. I feel the DeLorean will move into this price range and possibly higher in the next 6 years.

There will never be another car like it at today's price...

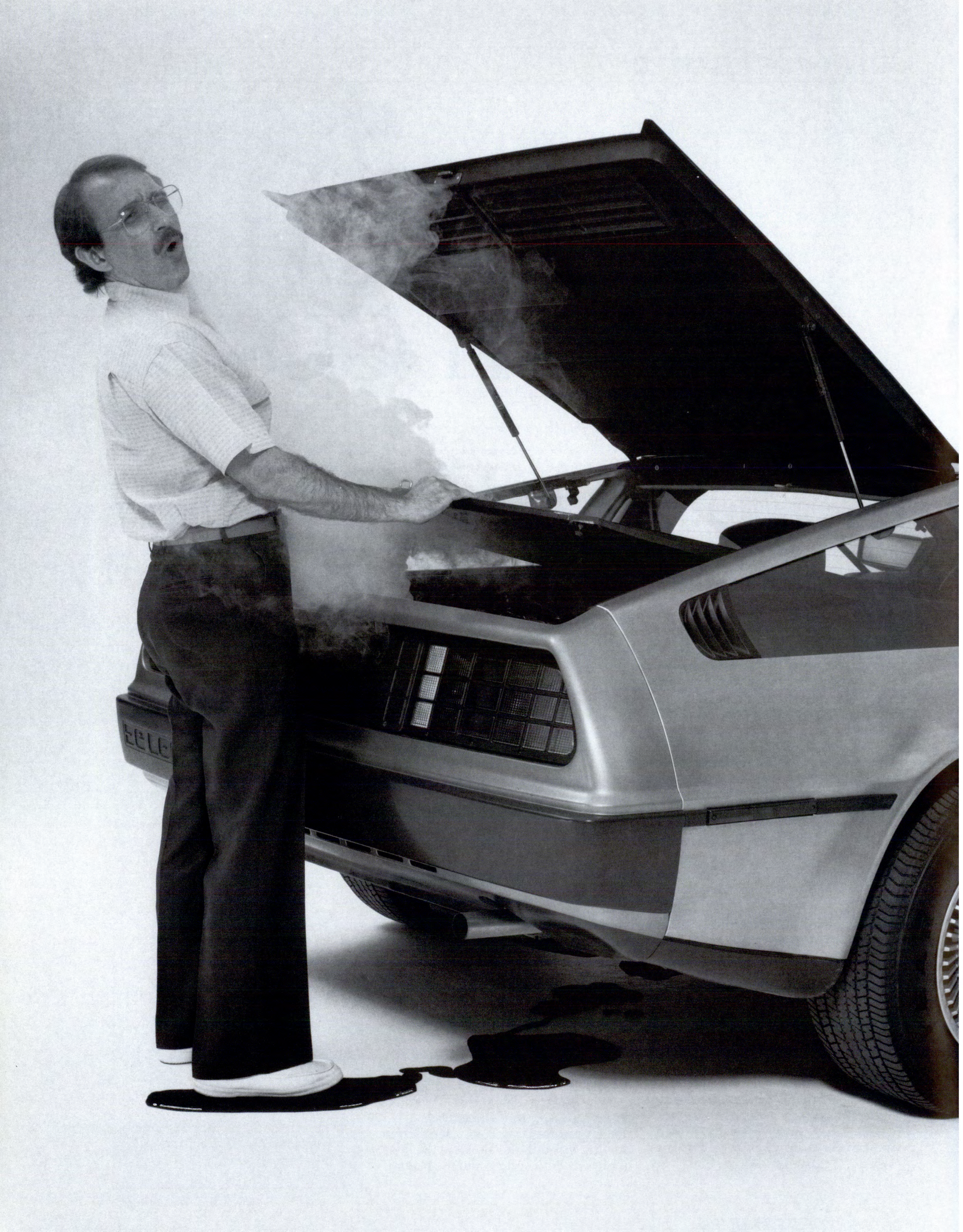
A possible longshot that could do much for the DeLorean's value would be a movie about John DeLorean's story. The Tucker saga, which in my opinion is much less colorful than DeLorean's, caused those cars to jump from pre-movie prices of $80,000 to post film prices of $250,000.

You may have noticed that the muscle cars of the 50's and 60's are accelerating in price faster than they ever did on the 1/4 mile dragstrip. There are many factors behind the wild price rise but the major reason is the fact that they do not make cars like that anymore and they never will again. Today, efficiency is the byword in automotive styling. Bodys are being designed on computers to get the maximum drag coefficient when moving through the air. Here the laws of physics limit styling and the result is a fleet of cars that look alike. Even today's exotic cars are beginning to take on the same aero look. With electronics beginning to control everything from mufflers to engine management systems, the biggest difference in today's sports car is the degree of sophistication in these management systems. I can't imagine a future collector going bonkers over a 20 year old sports car simply because of its microchip circuitry. The DeLorean stands apart because of its looks and could stand on that fact alone. They are not making cars that do that anymore and I think that fact alone will guarantee an increased value in the upcoming years. It would be difficult to pick an exact value 6 years from today but the DeLorean has so many positive things going for it that I feel it's one of the best investments around at this time. Buy one, maintain it, enjoy it, and it will reward pride of ownership and a good monetary return in the future. There will never be another car like it at today's price and it will never sell for that price again. The price is going up and that's a fact you can bank on!

ABOUT THE AUTHOR

Bruce Benson, Chapter 3 Coordinator in Twin Cities, Minnesota, has been with Ford Motor Company for 25 years. His current responsibilities involve decisions on torque capabilities regarding how tight fasteners should be. His group is also responsible for the power tooling used for Ford Rangers and 'F' series trucks. It may not be very exciting to the non-technical person, but it is critical for a car manufacturer to know how vehicles should be put together.

MORE GULL WING PAGE 21



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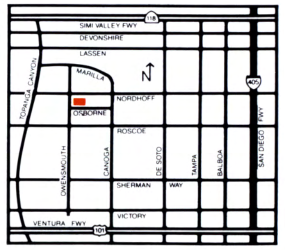
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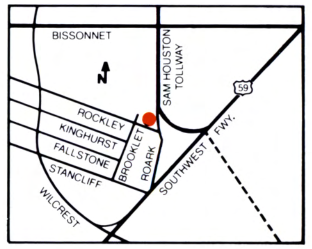
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THIS YEAR HAVE A SCANDINAVIAN HOLIDAY!

Join the fun as Chapter 12 hosts a gala holiday celebration in the picturesque Scandinavian village of Solvang, California.

Every year Solvang, nestled in the beautiful Santa Inez Valley, comes alive with thousands of twinkling lights and the shops all but burst with the finest gifts from the Scandinavian countries.

We're planning a lot of other surprises, too. So mark your calendar now. If you live in California, you'll receive an invitation. If you live in another state and would like to attend, we'll send you one if you call Mary Lou Knudson at (818) 446-0650. **NOVEMBER 30TH – DECEMBER 2ND, 1990**

CHAPTER TWELVE'S

SCANDINAVIAN HOLIDAY

DELOREAN OWNERS ASSOCIATION

GETTING ACTIVE

BY GUY AVELLON

We are Guy and Linda Avellon, the new Regional Coordinators for Chapter 23. Ohio is a large state and there are 93 of us who belong to the DeLorean Owners Association.

While attending the Expo '89 National DeLorean Owners Association event in October we made many new acquaintances from across the country. Many were from Ohio, which is why we are eager to get Chapter 23 active. In fact, the position of Technical Director is already taken for this period. The DeLorean Owners Association event was a class act, as I'm sure you've read about in your magazines. We've found that DeLorean owners are very discriminating and appreciate the finer things of life. Chapter 23 intends to carry on this tradition and expectation.

The benefits of having an active chapter are many: technical assistance for the care and feeding of our beloved marque, family-oriented social activities for establishing relationships with people of like interests, increased support through a network of other Chapter and Association members, and gaining public recognition to maintain the value of our cars. Events would include weekend outings to places of fun and interest, picnics, rallyes, fund raisers, technical seminars, etc. We would also hope to publish a periodic newsletter and have DeLorean/Chapter 23 products for members. Sound worthwhile?

Guy and Linda Avellon

We need your support.

We need your participation and your response.

First,we need officers: Secretary, Treasurer, Activities Director, Products Director and the Technical Director (which is taken). We would like to hear from those interested in becoming an officer so we can get established. If you are not interested in becoming an officer, we still want to hear from you as we value your ideas for activities, event locations, your interests.

We would like to have Chapter 23 self-supporting without having to solicit yearly dues in addition to our National fee. However, we do need seed money to get started. National suggests a chapter needs $600 in the treasury for funding events; to acquire discounts with advanced payments, secure hotel reservations and for operating costs of postage and printing, etc. My proposal is to have a one-time start-up fee of $15 per family, NOT per year or individual. As the Chapter becomes profitable, this fee would be returned to those with the foresight to become "Charter Chapter Member," either by cash or event discounts.

To save on "postage tag," since we need over 200 mailings to qualify for a postal discount, if you are wanting to become a Chapter 23 member, please

Continued on page 23

Chapter 3

by Bruce Benson

Our first post-winter social gathering was hosted by Howie Bohanon in May. The winters are cold, wet and snowy in Minnesota so we put our treasured DeLoreans away for the winter. On Memorial Day we get together to start them up for the summer season. Howie has two triple garages heated to 45 degrees all winter and the interior is finished as elegantly as in a private home. It makes an excellent gathering point to discuss our cars, look them over and get them ready for the summer. I am fortunate to b able to keep my DeLorean there also, but for this meeting we get to take his other cars out (a Ferrari and '57 Thunderbird) and enjoy a DeLorean exclusive.

Chapter 7

by Jay Steinberg

DeLoreans at Cornfest – Mendota, Illinois – Chapter Seven of the DeLorean Owners Association was represented by six DeLoreans and their owner/drivers at the "42nd Annual Sweet Corn Festival" here. Mr. and Mrs. Tom Kindler were cordial hosts for the cars, drivers and passengers. The members who turned out to display their cars and scout the games and flea market seemed to enjoy themselves. After breakfast at Grandpa's Farm Airport, the group gathered at the Kindlers' home to wait for the start of the "mile long" parade. Tom's front yard looked like a DeLorean dealer's lot, with cars pointing in every direction.

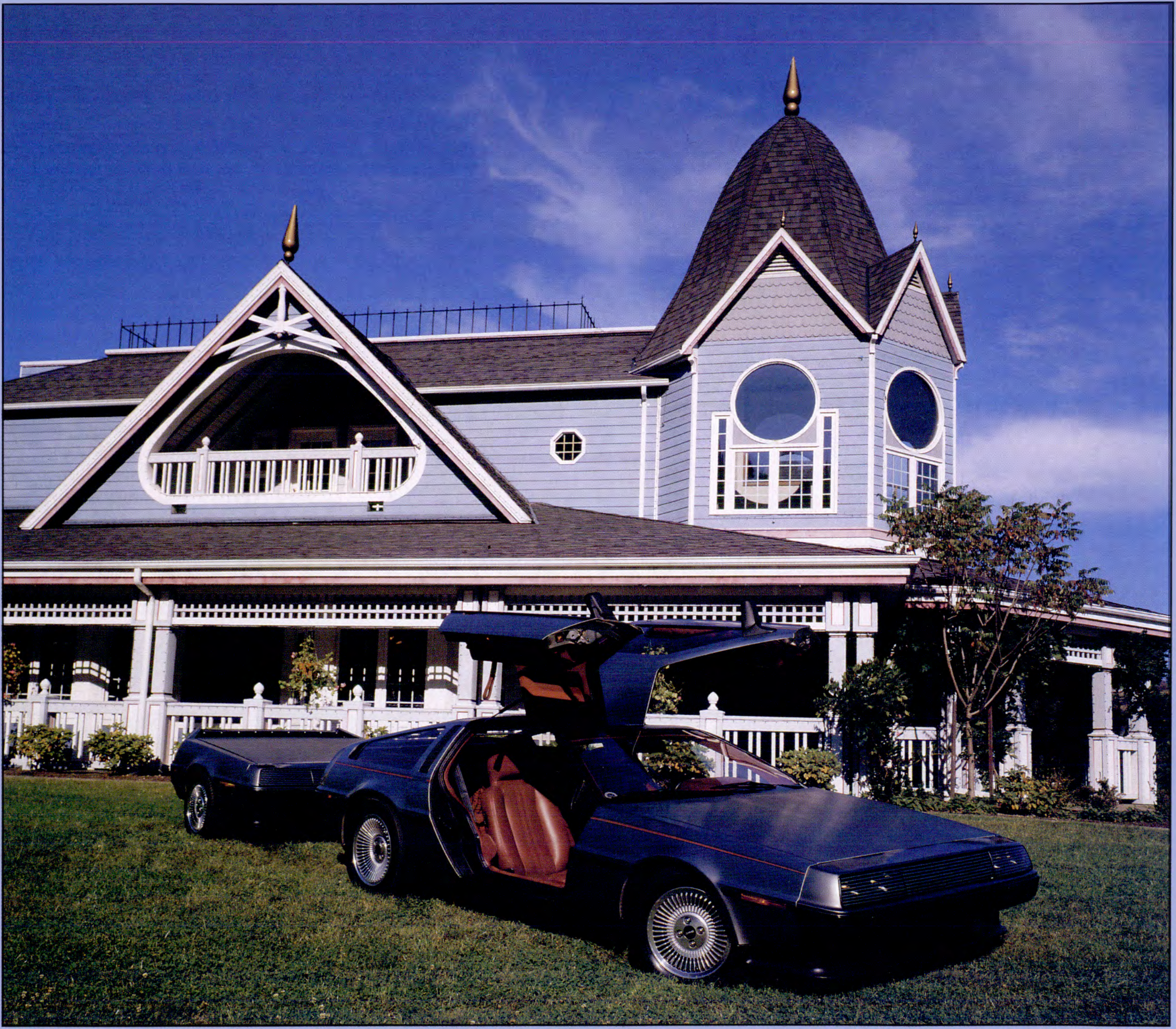
All of the gull wings lined up in the parade made an impressive display, but the crowd responded to two in particular. Pete Stockle's red car brought vocal recognition, and Don Gowler's low, emblemless vehicle with blacked-out windows seemed to invite would-be riders to approach. The payoff or delighting the crowd was the opportunity to munch free roasted corn, dripping with butter, compliments of Del Monte, the major employer in the area and prime sponsor of the event.

Chapter 12

by Dev Michael

It is going to be difficult to top last year's holiday event in Palm Springs but we will have a good chance by returning to Solvang/Buellton, the location of a highly successful previous event. Expectations are that the return engagement will attract another great attendance.

A beautiful drive through wine country and a multitude of attractions, the Danish village of Solvang (on occasion overrun by Swedes and Norwegians) at this event will be inundated with DeLorean owners.



PAULA ROBBELOTH

As we all know, driving these cars creates quite a bit of commotion, but when we take our DeLorean and trailer out, every single person out on the highway just about has an accident trying to look at our extra "half" of a car.

CUSTOM DELOREAN

BY LANE AND DARLENE HOGGSON

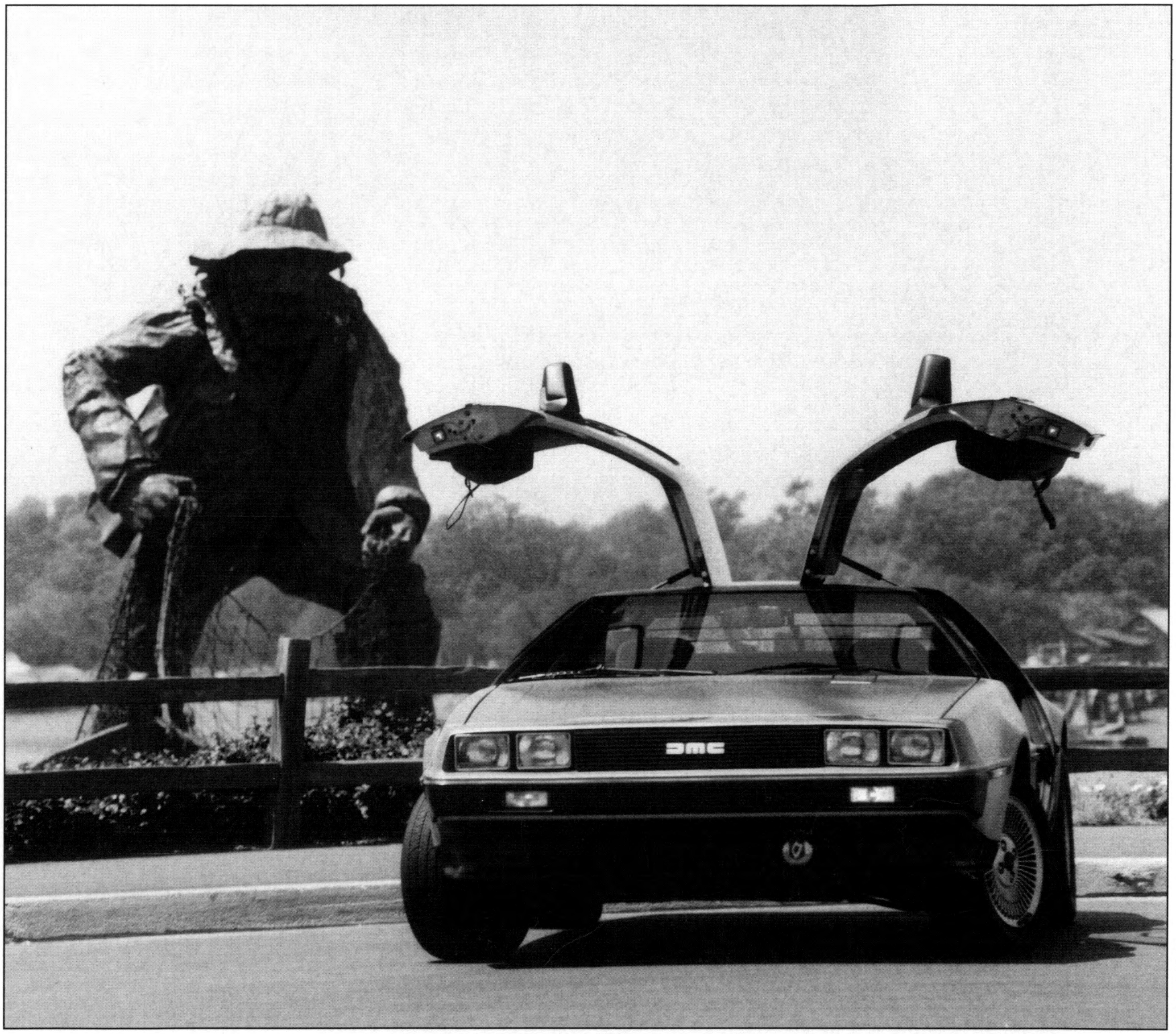
After a great deal of debate, we purchased our DeLorean new from Harris Ford in Lynwood, Washington, in September, 1982. Soon after, we lowered the front of the car 4$^1/_2$ inches and the rear 2$^1/_2$ inches. Modifications were made so a full three-way alignment on all four wheels was possible by installing adjustable upper links on the rear.

The next step was the interior. Neither my wife nor I liked the grey interior, so we opted for Burgundy Leather. Carl Burr from C&D Upholstery removed the complete interior from the DeLorean. Each seat and door panel had to be taken apart carefully and used as a pattern. Carl upholstered everything including the complete dashboard and console using 4$^1/_2$ hides of Burgundy Leather. As it turned out, the Burgundy Leather we chose was the same leather John DeLorean chose for the optional interior had the DeLoreans continued to be made. We even purchased the leather from the same company in New York that he had chosen. This DeLorean is the first car to have the dashboard personally signed by John DeLorean when he was in Seattle speaking at a Full Gospel Businessmen's luncheon. The Burgundy headliner material is from a 1982 Cadillac as is the matching carpet material.

The stock wheels have been polished and we have installed "Euro-Lens" smoked headlight covers and custom made parking light covers. The lower rocker panels were pulled out to hide the lower part of the underbody by using specially made brackets.

Every sports car owner is faced with the same problem when they travel —very little room for luggage. This gave us an idea—a trailer. This trailer had to be especially unique as it was to be towed by a very unique car. We decided to make it look exactly like a DeLorean's front end. We started by purchasing a little utility trailer kit from a retail store. Because a title came with the kit, we now could build our own licensed vehicle that would be State-inspected. The balance of the kit simply consisted of some springs and a framing iron. Alyn Swedberg, owner of Swedberg Custom Metal Works, fabricated the box. The fender, grill, hood, front and rear inner bumpers, and front and rear fascias could then bolt to this box. He also cut the rear edge of the front fenders and custom formed the panel which joins the front fenders to the rear fascia along with the stock tail lights and license plate holder. We installed the front and rear marker lights in the body side moldings which are functional. The tongue of the trailer extends out of the air intake below the front bumper. The trailer has the same "Euro-Lens" headlight covers and custom make parking light covers as the DeLorean. Exhaust tips even enhance the rear fascia.

As we all know, driving these cars creates quite a bit of commotion, but when we take our DeLorean and trailer out, every single person out on the highway just about has an accident trying to look at our extra "half" of a car.



EARNEST GRAY

SEAGULL

This is one of my favorite pictures of my car at our new Marina in Eureka, Northern California. Eureka is surrounded by redwoods and would be a great place for a rallye. It would be nice to get a little recognition up here in God's Country!

Earnest Gray
Member #829

THE WAYFARING DELOREAN FENDER

BY TOM KINDLER

Last October we were visiting in Germany and went to several "Veteramas," (antique auto swap meets). I was looking for some hard-to-find parts for an old BMW.

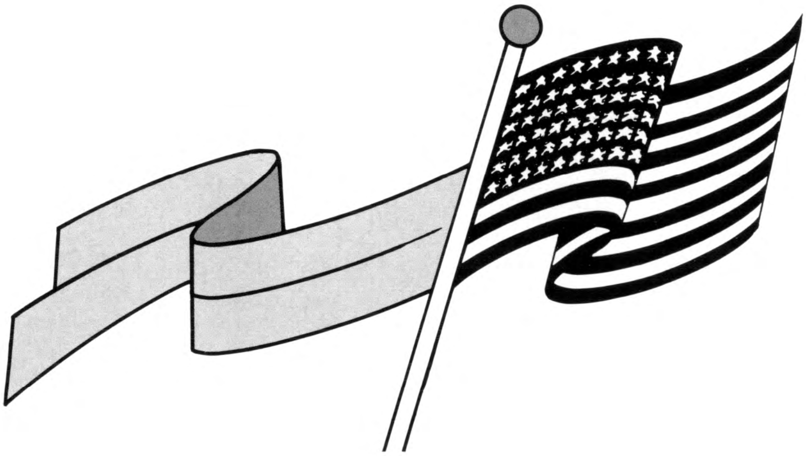
After spending three full days at different "tellemarktes," and not finding any parts which I needed—I noticed a shiny fender on display. It was not only a DeLorean fender, but a left front fender.

The discussions which followed were fascinating. Not only was I interested in how this gentleman came upon such a fender, and no other DeLorean parts, but I also needed to know the price and if he would take Traveler's Checks or a credit card. The really intriguing part was the lack of a common language. He spoke very little English, and I spoke less German. After much Pig Latin, Sign Language,and general Gobbledygook, we somehow sorted it all out. The best I could figure—he received the fender from a friend and had been trying to sell it for him.

That night, we had to pack this sizable piece of stainless steel to fly to Chicago the next day, without damage. We removed it from its box and wrapped it in corrugated cardboard and carried it on as hand-luggage. It was subjected to the normal surveillance, such as X-ray and curious questioning from the pilot and crew. Then there was the struggle with the customs agent at the port-of-entry.But finally the fender and I arrived home, safe,sound, and exhausted.

People really look at you funny when you tell them that your European souvenir is a car fender. But it doesn't look too bad on the living room wall!

"But it doesn't look too bad on the living room wall."



CRASH A PARADE

BY BRIAN GRAIFMAN

The Flag Day Parade in Troy, New York, is billed as the largest in the country. Authorities this year estimate that the crowd was close to 100,000, almost doubling the city population. I was caught on the wrong side of the parade trying to get to an appointment. After driving tens of blocks to try to break through, I turned to my companion and declared: "That's it, open your door!" With wings up, we drove through the crowd and entered the parade. My friend thought we'd be arrested for sure, but we're probably the biggest hit of the event. Applause, cameras, comments and "thumbs-up" signs met us throughout the route. Some of the expressions on the crowd's faces were priceless. I was still trying to break out of the parade at each intersection, but the crowd was thicker as we drove. I soon gave up on making the appointment, but it didn't matter much, as the thrill of the festivities and the enthusiasm of the audience was worth it. The best part was when we reached the grandstand at the end, where each participant is announced. The man with the itinerary looked at us dumbfounded, and frantically thumbed through pages of papers to figure out what we were. Finally, the announcer yelled down to us: "What are you?" We told him, and he duly announced to the appreciative crowd: "A DeLorean!"

DeLorean DRIVING WITH DOORS UP

BY DEAN KIMBALL

Many people have asked me if it is legal to drive their DeLorean with the door open.

Each state has its own set of laws governing the operation of a motor vehicle. You should check with a traffic officer in your state concerning this.

The State of California has no section which forbids you driving with your door up. The section in the California Vehicle Code which comes closest is:

22517.CVC Opening and Closing Doors.

That says: no person shall open the door of a vehicle on the side available to moving traffic unless it is reasonably safe to do so and can be done without interfering with the movement of such traffic, nor shall any person leave a door open upon the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

As you can see, this section could be made to apply. Upon being cited for

CONTINUED ON PAGE 33

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INDEPENDENT

DeLorean

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DELOREAN OWNERS ASSOCIATION
MEMBER

EVERYBODY WINS

BY DAVID KNUDSON, MEMBER COMMUNICATION DIRECTOR

As you probably know, your Association continues to grow. However, in spite of our efforts, we still have less than half of the owners of DeLoreans listed as members. Almost all of these non-members simply don't know we exist.

Although our ads in magazines acquire an average of 20-30 members a month, we lose about half of that to sold cars, accidents, moving, deaths and other uncontrollable circumstances.

Surprisingly, members themselves bring in very few new members.

If we could increase our membership considerably, our income would also increase. As a non-profit group, this added income would be returned to our members in bigger and better national events, more local chapter support, a bigger and even better magazine, and in many other ways.

There is little doubt most of our members see non-members driving DeLoreans or their cars parked. But, they do not approach them with information about our Association.

Now, we're giving you an added incentive to introduce non-members to the Association. We're calling it the Membership Challenge and here's how it works:

MEMBERSHIP CHALLENGE

First Prize – An all-expense-paid Association package at the DeLorean Expo '91 in Las Vegas (excluding transportation) for two people, including lodging, all Association events and Association sponsored meals plus two matching silver, official Association jackets. (Value over $500)

Second Prize – Complete DeLorean World Library including binders. (Value over $300)

Third Prize – An official silver Association jacket. (Value over $60)

Fourth Prize – Free membership for one year. (Value of $45)

Single Member Prizes – If you do not win one of the above prizes, for every new member you bring in, up to four, you get $10 off your upcoming dues for a total of up to $40 off.

HOW IT WORKS:

First, second, third and fourth prizes will be awarded to those four members who have brought in the most *NEW* members consecutively (new members means only people who have *NEVER* been members before). If there is a tie or no one brings in more than 4 members, winners will be drawn by an independent person. **National Board Members are not eligible to win prizes.** Standings for each participant will be published in DeLorean World. The contest begins on the date you receive this magazine and runs through December 31, 1990. Winners will be notified by mail.

HOW TO WIN:

You have received some Association brochures in the mail. Write your name on the brochure coupons so that when a recipient sends one to us, we can record it. If you need more brochures, just call the Membership Data Center (805) 964-5296, and we'll send them to you.

Start looking for DeLoreans. If you see one on the road, flag him down and give him an Association brochure. If you see one parked, put a brochure under the windshield wiper. Check out service centers that service DeLoreans, there may be some non-members there.

Have fun and best of luck.

GETTING ACTIVE *(FROM PAGE 17)*

send us your $15 now. National will credit our Chapter with $10 for every new DeLorean Owners Association member we recruit. I have the membership forms which will give us the credit, so if you know of any DeLoreans out there who are not members, ask us for these forms and I will get them to you. Also, on June 22-24 there was a vintage sports car race at Mid-Ohio. This was a great time to see old Cobras, McClarens, Shadows, Bobsys, Elvas or whatever your flavor. We requested a DMC corral and all parked together and attempted to get a club discount over the weekend. Think about it! Let's hear from you! Let's make it fly!

Guy and Linda Avellon
(216) 734-6664

I've seen the
FUTURE
Back to Back to Back
BACK TO THE FUTURE I II III
May 24, 1990

Our resident movie critic suggests Back To the Future, Part III, an epic film once again featuring the DeLorean automobile.

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dmc

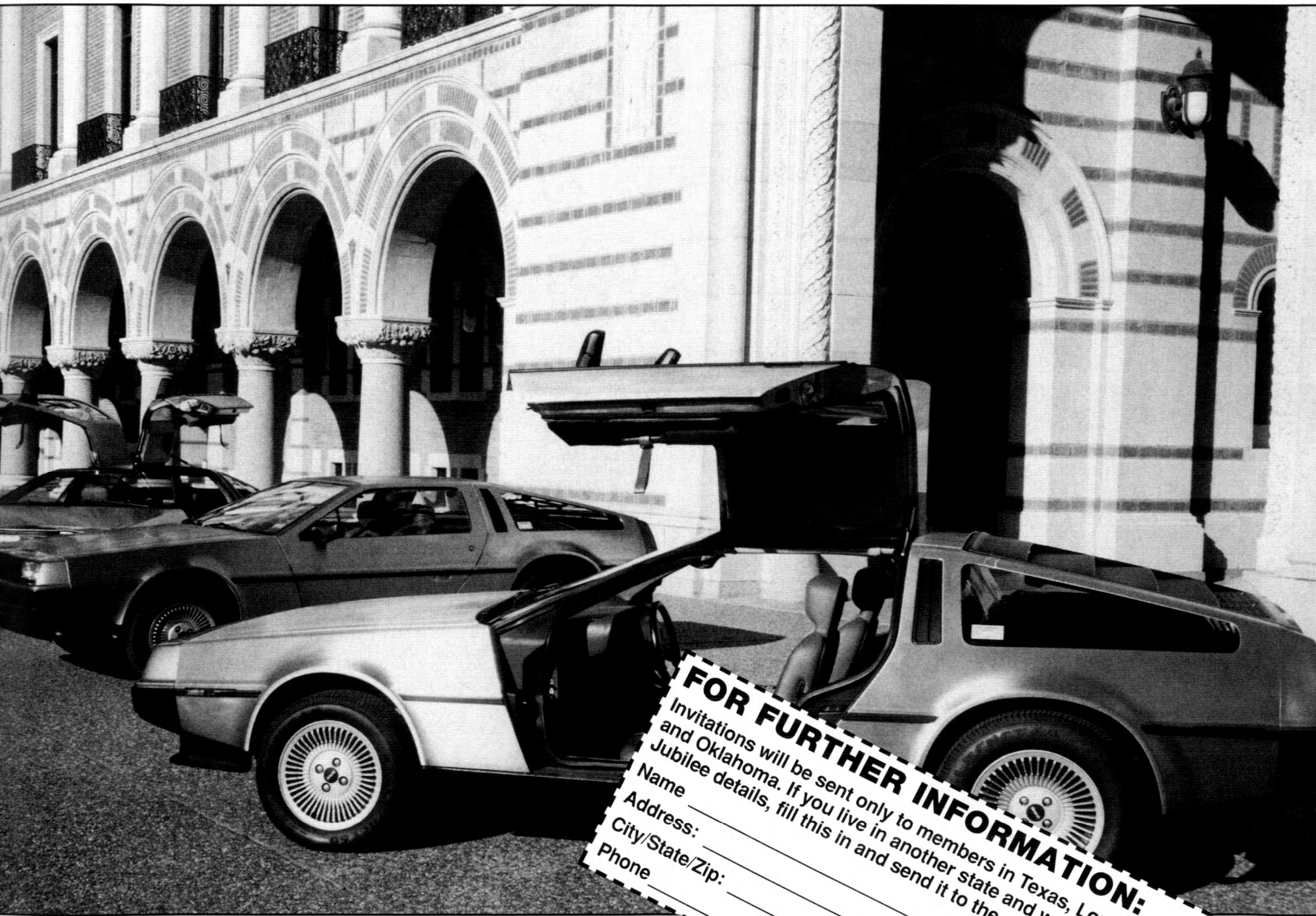
Come to our exciting Southern Jubilee!

Chapter 9 will host this gala event at the distinguished and picturesque Wyndham Warwick hotel in Houston, Texas October 12-14. Only 10 minutes from Hobby airport, the hotel is beautifully situated in the city's historic Museum District. You'll love its southern elegance.

This unforgettable weekend will take you back in time to the gracious and romantic days of the old south.

Here is just some of the fun you'll have:

- 'Gone with the Wind' Ball with live orchestra
- Magnolia Time Rallye through Houston's most historic and scenic areas
- Official Concours d' Elegance at renowned Rice University
- Raffles, great cuisine, tech talk and much, much more



FOR FURTHER INFORMATION:

Invitations will be sent only to members in Texas, Louisiana and Oklahoma. If you live in another state and would like Jubilee details, fill this in and send it to the address at left.

Name

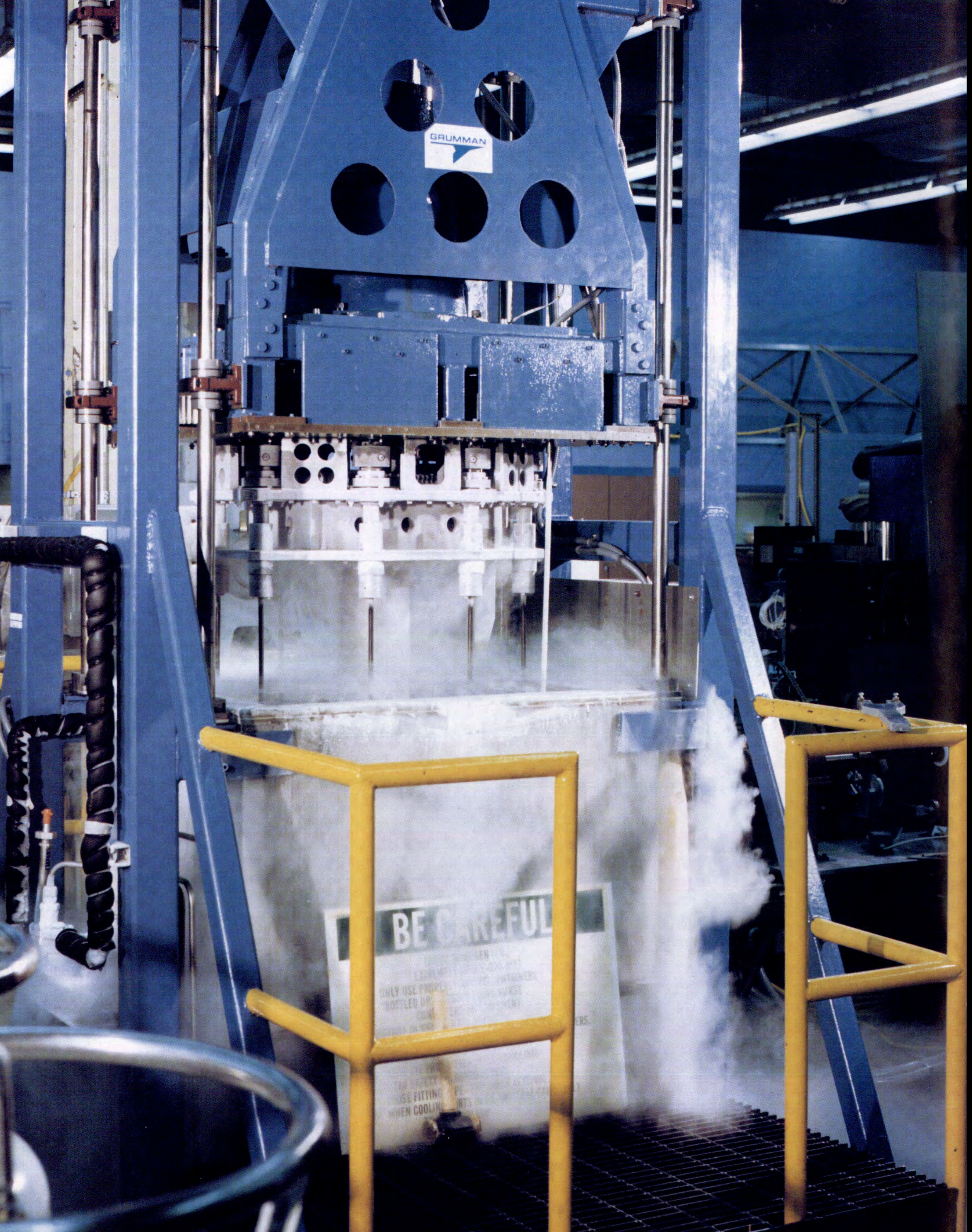
Address:

City/State/Zip:

Phone

Chapter 9
For further information contact:
Mary Ruth White
4310 Bellaire Blvd.
Bellaire, Texas 77401
(713) 993-4490 *(Daytime)*
((713) 664-1833 *(Evenings)*

DELOREAN OWNERS ASSOCIATION



SPACE AGE TECHNOLOGY THE DELOREAN

BY ALDEN SAGER

Richard Halliburton's book "The Magic Carpet," takes you on an imaginary voyage to the thirteen wonders of the ancient world. Yet today, you may be driving one of the thirteen engineering wonders of our modern technological world. As stated in the DeLorean advertising literature; "a car that masterfully joins new materials, new technology and traditional values in a showcase of contemporary engineering. Its precisely counterbalanced gull-wing doors rise on cryogenically preset torsion bars and need only 14 inches of side clearance."

We know that the DeLorean was not the first production motorcar to utilize gull-wing doors; there have been other designs that have received notoriety, namely the Mercedes Benz 300SL, now approaching a resale value of a half million dollars, and the Bricklin, built in Canada by American Motors.

Neither of these doors compare in size or weight to the stainless steel door of the DeLorean, which had to be longer, contain power windows, power door locks, latch and associated mechanics, door edge lights, as well as ducts for the air conditioning. All of these features added size and weight to further complicate the DeLorean design. The Mercedes Benz 300SL used a monocoque structure, similar to that of an airplane and as a result the door was quite small and light, since it was constructed of aluminum. In addition, the glass was fixed and this resemblance to an airplane canopy is not accidental since the "Silver Arrows" were (and still are) thoroughbred race cars which dominated the race circuits in the late 50's and early 60's.

> ***"a car that masterfully joins new materials, new technology and traditional values in a showcase of contemporary engineering."***

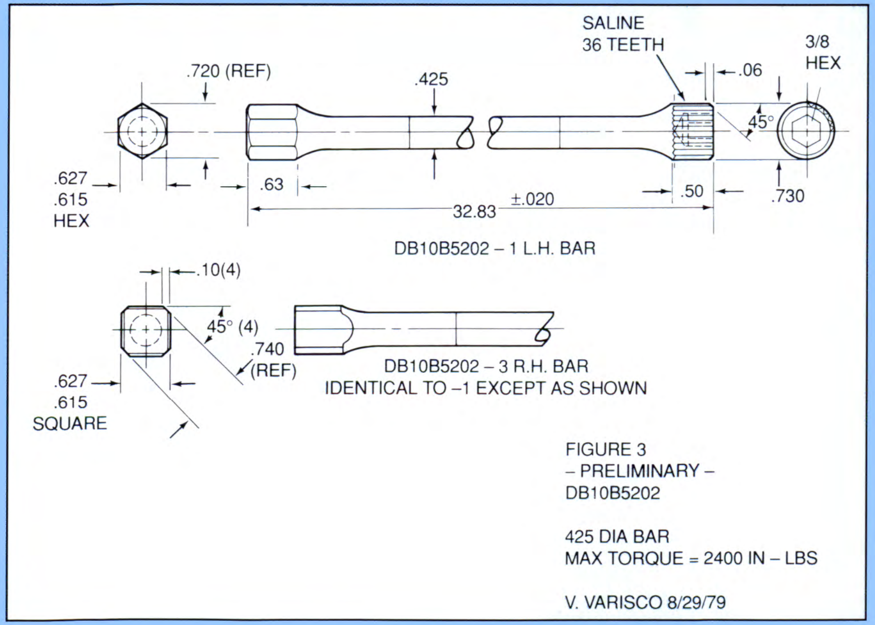


FIGURE 3
– PRELIMINARY –
DB10B5202

425 DIA BAR
MAX TORQUE = 2400 IN – LBS

V. VARISCO 8/29/79

Malcolm Bricklin's design called for pneumatically actuated doors that took a few minutes to open or close, Although a few minutes may not seem an extraordinary period of time to wait for the doors to open or close, this waiting period would drive any card carrying, impatient Aries such as myself, over the edge once the novelty wore off. Another problem with the American Motors gull-wing doors was their reliability, which at best was questionable.

The doors of the DeLorean, however, operate on a very simple mechanical concept. When the door is closed, a stainless steel torsion bar serving as a hinge is twisted and acts like a spring. As soon as the door is unlatched, the energy stored in the twisted torsion bar or spring is released and acts as a counterbalance. As the torsion bar springs back to its original position the door is raised and opened. This is a simplistic view of the mechanism since a shock absorber strut also comes into play. However, by and large, the simple twisting and untwisting of the torsion bar provides one of the most effective gull-wing designs in modern engineering.

The fatigue strength of the torsion bar is attributed to the cryogenic manufacturing

CONTINUED ON PAGE 34

WE'RE GIVING YOUR DELOREAN A BLOW OUT!

1991 is the tenth anniversary of your car and do we have a celebration planned for it.

This will be the party of the decade – three days of nonstop action at DeLorean Expo 91!

The luxurious and spectacular Tropicana Resort in Las Vegas will be the hub of our festivities.

Here are just a few of the developing plans:

- DeLorean Concours of the Decade
- Ten years of DeLorean Memorabilia Display
- Day-Long Chapter Workshop
- Mountain Rallye
- Poolside Tropical Luau
- Raffles, Presents, Trophies
- Banquets, Programs
- Vegas Shows
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- Gaming School
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DELOREAN EXPO 91

THE DELOREAN DECADE

LAS VEGAS TROPICANA

SEPTEMBER 26-29, 1991

DELOREAN OWNERS ASSOCIATION

DELOREAN MOTOR COMPANY

SERVICE BULLETINS

LUGGAGE COMPARTMENT COVER FINISHING MOLDINGS

SERVICE ACTION 0001
SERVICE BULLETIN NO. ST-01-6/81

INSTALLATION

1. Raise luggage compartment cover and cover fenders.
2. Using a knife or other suitable tool, cut the supplied molding material as follows:
   - A. Two (2) sections 44 inches long
   - B. One (1) section 41½ inches long
   - C. One (1) section 11½ inches long
   - (See Figure 1)

NOTE: Cuts should be 90° square cut. Do not stretch material while measuring.

3. Apply a thin bead of 3M clear Emblem Adhesive (3M Part No. 08061) into the groove of the cut section of molding material prior to installation.
4. With adhesive applied, position the molding sections over the folded outer edge of the stainless steel panel and over the outer lip of the cover's plastic inner panel as indicated below in Figure 1.
5. Remove fender covers and close compartment cover.

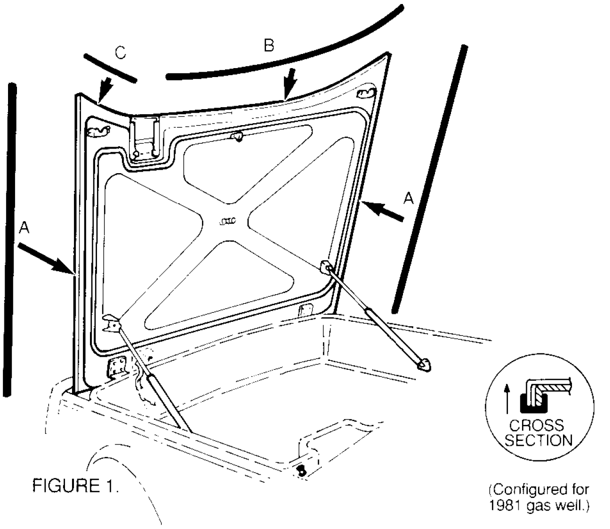
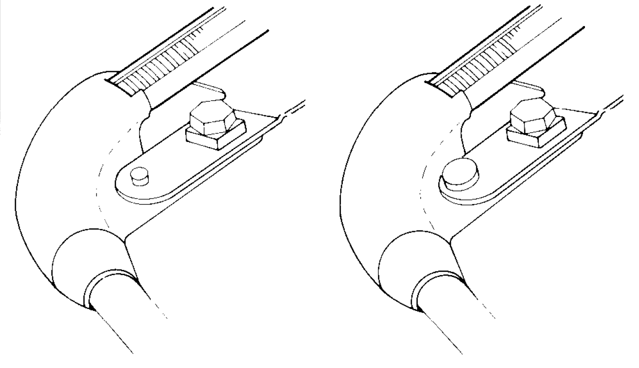


FIGURE 1.

(Configured for 1981 gas well.)

INCREASED DURABILITY OF WINDOW CABLE GUIDE.



Freeze all stocks of Window Motor and Drive LH 106023 and RH 106024 until the following action has been taken.

Inspect the window cable guide joint of each part at the point where the plastic elbow on the motor guide is joined to the tubular steel tail. This joint is secured by a single M6 bolt (which attaches guide to door handle bracket) and an adjacent plastic spigot.

By referring to the diagram, note the condition of the plastic spigot. If the spigot is molded over, take no further action. If the spigot is not molded over, carry out the following procedure to improve the durability of the joint.

Cut off the plastic spigot, level with the steel bracket through which it projects. Using the hole as a guide, carefully drill through the plastic using a 4.1 mm drill. Secure the two brackets together using a poprivet SP10130 with washer SP10253 at each side.

MORE BULLETIN PAGE 31

DELOREAN IMPROVEMENTS INC.

Dedicated to improving the marque through continuous research and testing.

Hundreds of satisfied Delorean owners are driving their vehicles with the assurance of more dependability, thanks to products from us.

Heat Shield – positively stops fuel pump noise caused by the fuel pump overheating. This directs the air from the cooling fans down and under the chassis, keeping the fuel and pump cooler.

Pivot Bolt Support – supports the trailing arm pivot bolt at the outer end – doubling the load capacity of the pivot bolt. Loose and broken pivot bolts aren't just annoying they are extremely unsafe.

Rear Louver Support – bonds to the center rib to repair broken louvers and to keep good ones from cracking. Made from high-strength, light weight aluminum. No holes to drill. Installation materials included.

Delorean Improvements Inc.
4211 Radnor Rd.
Radnor, Ohio 43066
David Bauerle
614-595-3348

Heat Shield	$18.75
Pivot Bolt Kit	$220.00
Louver Support	$54.25
Shipping & Handling	$4.00 ea. item

Ohio Residents add 6% sales tax

FASCIA FRONT/REAR REPAIRS AND REFINISHING

SERVICE BULLETIN NO. ST-13-9/81

The soft fascias of the DeLorean vehicle are made of polyurethane material which require special repair and refinishing methods.

The following instructions contain the paint formula using R-M (Rinshed-Mason) products. Paint formulas of other suppliers may be available.

REPAIRS:

1. **Distortions:**
   Fascias must be installed tension free. If necessary, the mounting points/surfaces of the body or fascias must be reworked.
2. **Heavy Damages:**
   Multiple or large tears, or torn out pieces, require the replacement of the fascia.
3. **Cracks, Tears, Scratches, Gouges:**
   a. *CRACKS/TEARS* – Can be repaired by bonding us 3M-8101 construction glue.
   b. *MINOR SCRATCHES/GOUGES* – Involving the surface paint coat only, can be repaired as follows: Using 400 paper (wet), color sand until scratch is removed.

      If necessary, to provide a good painting surface, spray and sand the area using the color coat material. (See Refinishing.)

   c. *MAJOR SCRATCHES/GOUGES* – Using coarse sandpaper, prepare the area to be repaired. The area must also be free of oil/grease. Build up material as necessary using 3M-8101 construction glue. If a layered build up is required, allow approximately one hour between applications.

      Wet sand the repaired area starting with 200 sandpaper and then with 400-600 sandpaper to obtain a smooth surface.

      If necessary, to provide a good painting surface, spray and sand the area using the color coat material. (See Refinishing.)

REFINISHING:

Depending on the size or location of the required area(s), either spot/area painting or complete repainting of the fascia may be necessary. The following steps apply to either approach:

1. Thoroughly remove all greases, dirt, wax, and other contaminants from the area to be painted with RM 900 Precleano.
2. Wet sand with 400 paper.
3. Repeat Step 1.

   NOTE: Be sure to remove all hard water residue if water sanding is used.
4. Apply Alpha-Cryl Lacquer color coat.

RM (RINSHED MASON) FORMULA

PNT - 90 - 100
AT - 141 - 253
AT - 114 - 348
AT - 116 - 428
AT - 184 - 434
AT - 122 - 440
AT - 100 - 1000
891 – See Label Directions (Flex Agent)

5. Allow Alpha-Cryl color to dry a minimum of two hours (16 hours for maximum gloss at 70-72° F.).

   NOTE: A minimum of two hours is required before Step 6 is performed.
6. For the high gloss finish, apply RM 893 2K Clear / 894 2K Hardener per label directions.

REVISED STEERING RACK ASSEMBLY

To commonise RH & LH turning radii:

IMPLICATION: Steering rack assembly 100345 has been fitted with an extended pinion and lockstop since VIN 1748, and color coded yellow on the rack housing tube.

This will be superceded by a new assembly 108754 of identical characteristics which uses a remachined rack bar to facilitate production assembly, and is color coded green.

SERVICE REPLACEMENT:

The only rack assembly supplied for service use is 108754 (green coded) which is directly interchangeable with 100345 to either condition.

TECHNICAL DATA

	UP TO VIN 1748	VIN 1748 ONWARDS	
PART NUMBER	100345	100345	108754
COLOUR CODE	—	YELLOW	GREEN
TURNS Lock-Lock	2.65	2.42	
TURNING CIRCLE CURBES	LH 12.31m (40′5″) RH 11.70m(38′5″)	12.31m (40′5″)	
WALLS	LH 12.78m (41′11″) RH 12.34m (40′6″)	12.78m (41′11″)	

DITZLER PAINT FORMULA FOR FRONT AND REAR FASCIA REFINISHING

SERVICE BULLETIN NO. ST-04-2/82

Ditzler Automotive Finishes has made available the following paint code for front and rear fascia refinishing:

Code: DAU33584
Color: Silver Poly

This is an alternative paint source to the one listed in Service Bulletin ST-13-9/81.

DELOREAN WORLD
DELOREAN WORLD
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World's Fastest DeLorean
DELOREANS IN D.C.

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Here is a great way to keep your DeLorean World magazines together. These handsome silver and black binders hold 12 issues.

Now, you can make sure your magazines don't get dog eared or lost. You can even index them for important technical articles. A full library of DeLorean World will also be invaluable if you ever sell your car.

Each binder is $14.95, plus $1.75 each shipping and 6.75% tax if you live in California.

Send your check or money order to:

Debbie Spurlin, Product Director, 8900 Oak Park, Northridge, CA 91325, (818) 993-1433.

All back issues of DeLorean World magazine (some issues are photocopies) are available at $12.50 each, including shipping costs.

DELOREAN OWNERS ASSOCIATION

DOORS UP *(FROM PAGE 21)*

this section, you would have to convince the traffic court judge that your doors don't interfere with other traffic. Also you might want to show that conditions were safe. I would not call 60 m.p.h. on a freeway "safe" NOR would it be good for the doors. A 25 M.P.H. drive through the countryside I would call a safe and a wonderful experience. (I have found a personal satisfaction in this when the opportunity arose and the conditions were SAFE.)

Other sections of the California Vehicle Code which might apply are:

26709.CVC - You must have a mirror affixed to the left-hand side to reflect to the driver 200 feet back. (Your mirror is on the door which is now up, thus rendering it useless. Maybe someone could come up with a temporary mounted-mirror.)

27315.CVC - Mandatory seat belt on. *(Of course, we all wear our seat belts at all times.)* As a personal note—an officer can be discretionary in his issuing of a citation. Unfortunately, the issuing of a citation can stem from a personal dislike; if an officer is irritated that you are driving with your doors up or he just doesn't like DeLoreans, be ready for that.

ABOUT THE AUTHOR

Dean Kimball, Chapter 17 Coordinator, is with the Contra Costa County Sheriff's Department.

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Issue	**Closing Date**
Fall '90	*July 1*
Winter '90	*Oct. 1*
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Summer '91	*Mar. 1*

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By Phyllis Balderston, Secretary

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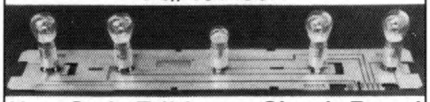

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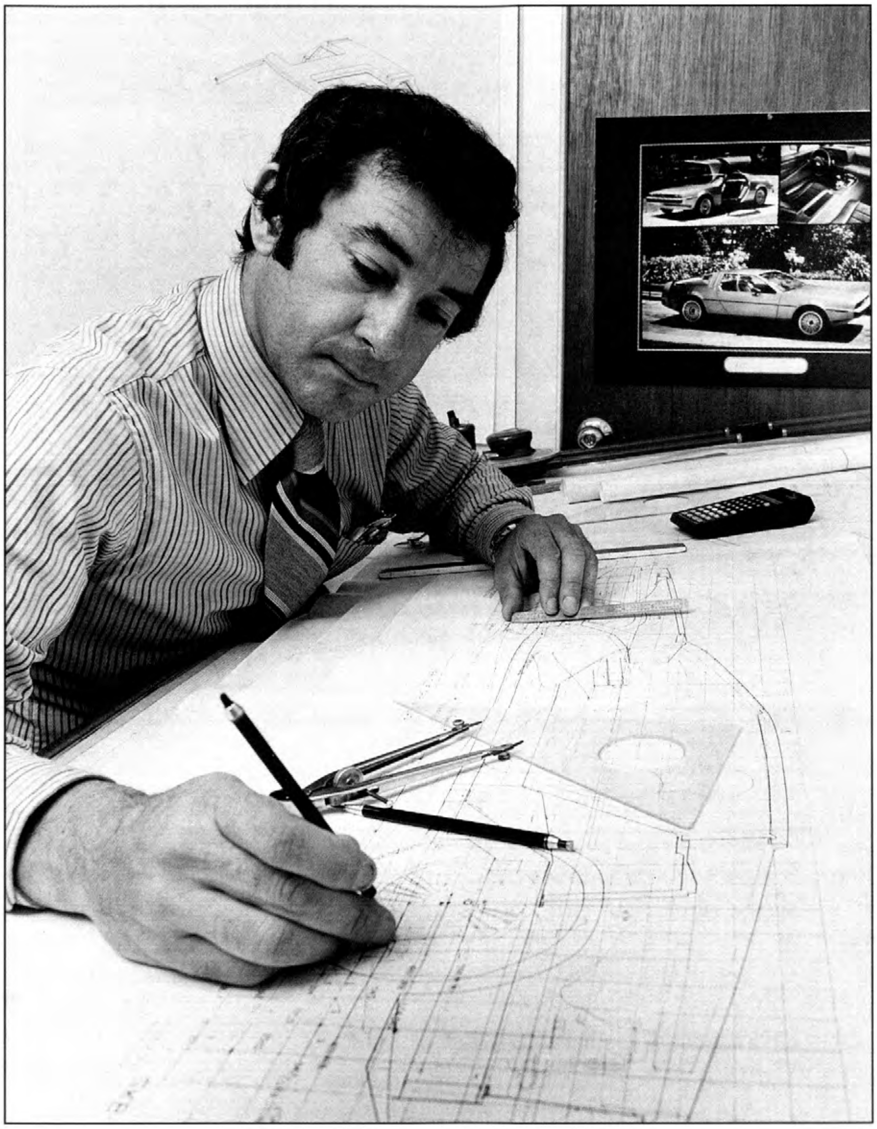


Vee Varisco

SPACE AGE *(FROM PAGE 27)*

process that required the bar to be twisted ten revolutions and straightened in a liquid nitrogen environment of minus 320 degrees Fahrenheit. The grain structure of the torsion bar is rearranged during the process, yet it does not change in diameter or length. This lack of distortion is a major advantage of cryogenic processing over conventional heat treating processes that usually require an allowance for warpage.

The original DMC design had a steel roof "spider" attached to the fiberglass underbody, and the spider became the structural support for the heavy gull-wing doors. Grumman Aerospace was contacted to see if the spider could be built using DeLorean's ERM, (Elastic Reservoir Molding) process. A contract was awarded on August 9, 1978. Mike Pelehach, Senior Vice President of Grumman at that time stated; "it is a logical extension to utilize our expertise in advanced composites. We are going to apply aerospace technology in the engineering of an automobile whose body/chassis is made entirely of plastic." Only the cross-member and the subframe which houses the rear mounted engine were made of steel.

It should be noted that Grumman Aerospace and Advanced Engineering Technology are synonomous terms since Grumman was the prime contractor for the "Hellcat" fighter which outperformed the Japanese Zero in World War II, the Lunar Excursion Module (LEM) that landed our Astronauts on the moon and returned them safely, and the F-14 Tomcat which received notoriety in the movie – Top Gun. As a major aircraft manufacturer, Grumman has a Long Island workforce of approximately 25,000, of which approximately 10,000 are engineering types.

One of the tests crucial to the project states, Vee Varisco, Assistant Director of New Products Development, was meeting the Department of Transportations roll over specification where you had to demonstrate the ability of the roof to withstand one and a half times the weight of the car. Grumman's design satisfied this requirement by using a combination of fiberglass and graphite fiber reinforcement in the roof structure. However, by the time the car went into production, the ERM process was placed on hold and forced into the future since time was of the essence.

> ***"We are going to apply aerospace technology in the engineering of an automobile..."***

Bill Collins of DMC mentioned to Grumman that they had not yet found a satisfactory means of getting the gull-wing doors to operate smoothly and with minimal effort. The original DeLorean hinge design consisted of ten torsion bars and approximately fifteen parts. Grumman replaced this mechanism with a one-piece stainless steel torsion bar and moved toward the use of cryogenics to establish fatigue strength and durability ("Figure 3").

Metal parts, gears and the tool and dies required in space age manufacturing are routinely heat treated to increase strength, toughness, hardness and durability. Metallurgists have found that property improving transformations can be triggered by extreme cold as well as extreme heat. Two specific alloy groups, when exposed to extreme cold, minus 320 degrees Fahrenheit, are particularly effected; they include the tool steels and stainless steel.

Of paramount importance, is the fact that cryogenic processing improves wear resistance and fatigue life by converting austenite to a harder, denser, more stable martensite structure. This is most desireable since the

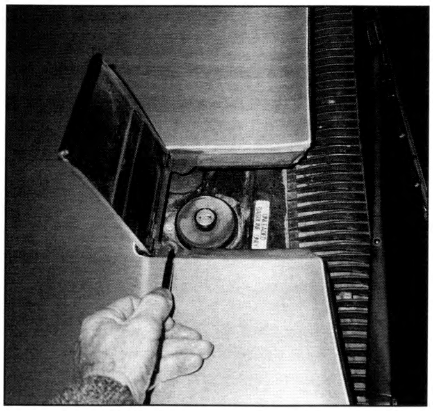
CONTINUED ON NEXT PAGE

1981 GAS WELL

by Brian Graifman

Twice now I've sliced my knuckle while unscrewing the gas cap on my 1981. (The first time, I didn't even know what did it.) The gas well's right front corner, where the gas flap is connected, juts out and is razor sharp. The remedy is easy: file it down and/or cover it with electrical tape.

(In addition to the above, when the gas flap is lifted, the bottom edge is extremely sharp also. Protect your hands and knuckles by using a small piece of vacuum hose with a horizontal slit cut into one side. Cut a piece of 1/8 inch I.D. vacuum tubing to a length of 3 1/4 inches with a sharp razor blade. Slice horizontally through one side, then slip tubing over the sharp bottom edge of the access flap. – Tech Ed.



KJELL MYHRE

SPACE AGE *(FROM PREVIOUS PAGE)*

martensitic structure is stable and not subjected to growing or warping with time as may be the case when conventional heat treated steel is used. In addition, fine particles of carbide are formed which further enhance wear resistance. This is not a surface only treatment; it takes place throughout the stainless steel torsion bar and is irreversible. Extraordinarily, hardness of the material is not affected. Instead, wear resistance and fatigue life is improved in the 100% to 300% range.

Cryogenic processing, which converts 75% or more of the austenite to martensite, develops a minimum room temperature tensile strength of 290,000-350,000 psi as compared to standard carbon steels which are in the 60,000-120,000 range. (Tensile strength may be thought of as the force required to pull a rod apart by securing both ends, much like a rope subjected to a tug-of-war.)

> ***"You may be driving one of the thirteen engineering wonders of our modern technological world."***

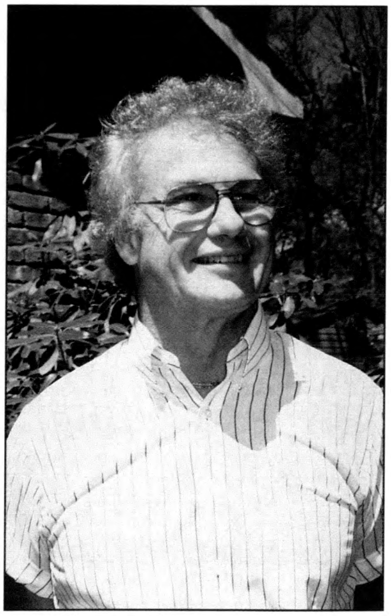
All of us will sleep a little better tonight knowing that the torsion bars in the DeLorean probably outlast everyone reading this article, especially since they were subjected to 500,000 cycles and still didn't fail, states Varisco.

In the illustration below, Grumman personnel are using the cryogenic process to produce prototypes for testing in their Research and Development facility in Bethpage, New York.

It is interesting to note that the torsion bars are "Murphy" proof, meaning that the left and right cannot be interchanged. A spline – consisting of 36 teeth at one end for adjustment purposes, and a square shape and hex shape on the opposite ends – prevents switching the two, and it proved to be a great idea. If they cold be interchanged, an incorrectly installed bar would fail immediately since it is strain hardened in the wrong direction.

Grumman's crysotwist became the ultimate torsion bar for the DeLorean gull-wing doors, at a cost of 1/6 of the original design. The same bar was mass produced by the Unbrako division of SPS Technologies.

The advertisement for the DeLorean was on target and accurately stated the truth. New materials, and new space age technology contributed to the development and evolution of the "ethical" automobile. Only time and history will reveal if John Zachary DeLorean's efforts will eventually and ultimately leave footprints on the landscape of progress.



ABOUT THE AUTHOR

Dr. Alden (Al) Sager is currently a Professor of Mathematics and Computer Processing at Nassau Community College. He holds a B.S. degree in Physics from Adelphi University, an M.A.L.S. from the State University of New York at Stony Brook, and a Ph.D. from Nova University. He is the coauthor of RPG II and RPG III Programming, Assembler Language Programming, and has authored an introductory text in Structured Flowcharting. Dr. Sager spent many years in industry developing the Master Dimensions Data Base System used by Grumman Aerospace for mathematical modeling and has also served as a consultant to industry. Dr. Sager drives a 1983 DeLorean and has been a member of the DeLorean Owners Association over three years.

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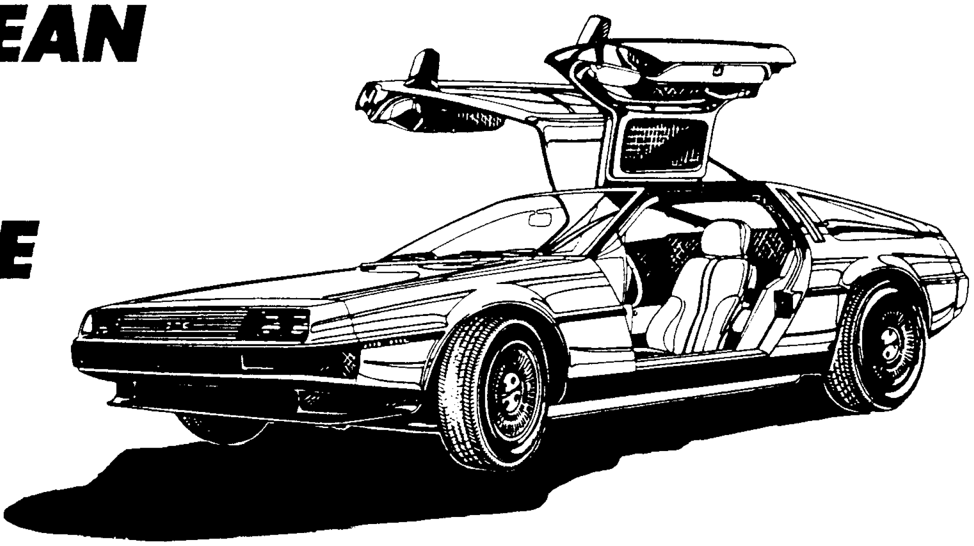

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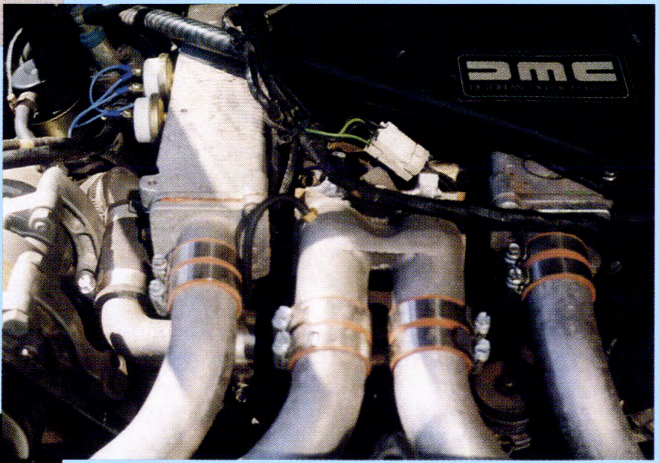

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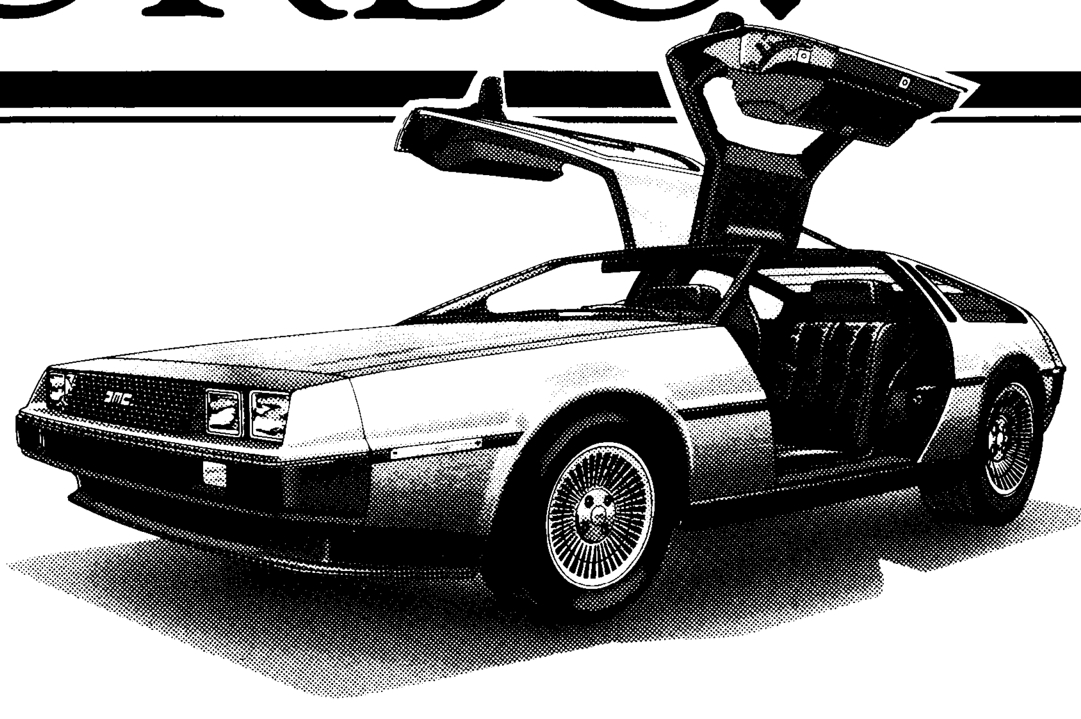

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